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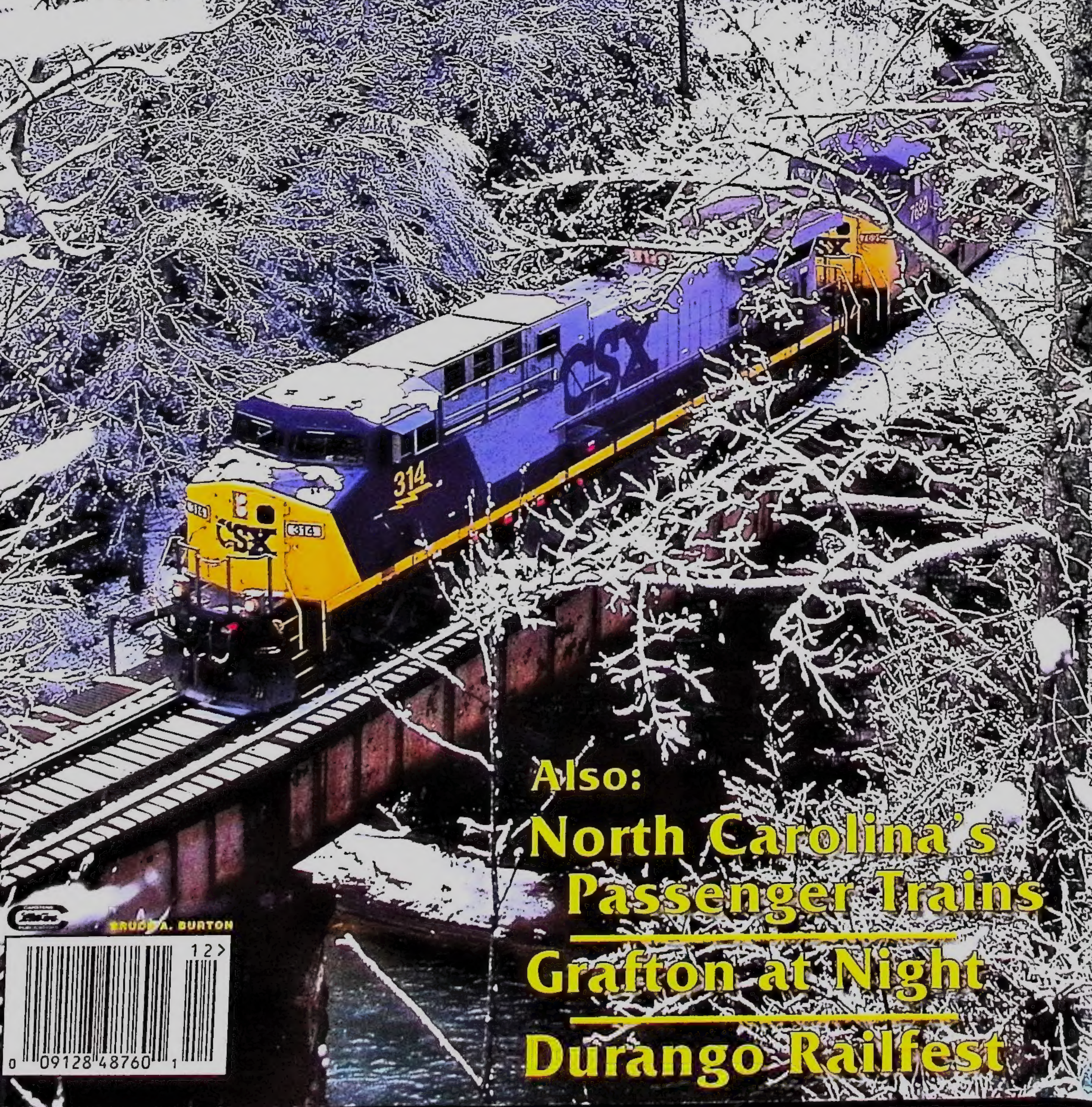

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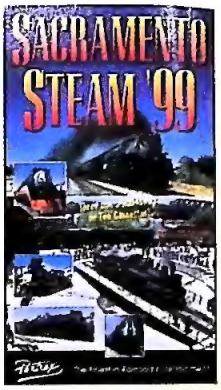

Steam was king in Sacramento, California in June 1999 when the California State Railroad Museum hosted Railfair '99 and the NRHS and R&LHS held their national conventions. Many of the major steam locomotives operating in the U.S. today plus dozens of other locomotives were in attendance to amaze and entertain an appreciative throng of over 175,000 visitors.

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on the cover

The 1999 Cover One Contest Winner: A late season snowfall in mid-March 1999 adds to the spectacular scene as CSX train Q210 crosses Hickory Creek just south of Morley, Tennessee. Photograph by Bruce Burton. See page 62 for the Second Place and Runner-Up finishers.

Publisher's Desk

Photo and negative files

I'D HATE TO RECAP THE HOURS I've spent filing away my railroad negatives, but I realized early on that if — in an era before computers — I wanted to retrieve a negative, I needed a filing system. Camera stores carried expensive wooden boxes that would hold a pathetic few pictures. Since my early camera work was with an old Kodak 116 folding camera, I opted to file my negatives in cheap manila coin envelopes measuring roughly 3″×5″, which I stored in metal 4″×5″ index card files. My system worked well with negatives taken with the Kodak folding camera, Kodak Medalist and a Rolleiflex. When I started using a 4″×5″ Speed Graphic I had to give up on the coin envelopes and use 4″×5″ negative envelopes from the photo shop. In retrospect, I wish I had started with the 4″×5″ negative envelopes so the envelopes would all be the same size.

I typed the pertinent data on each envelope: railroad, engine number, class, type, where photographed, builder, previous owner if any, date built and color, if pertinent. Some guys even typed in cylinder size, horsepower, diesel engine type and lots more data they felt important. Under remarks, I'd list the film, developer, filter and maybe the weather conditions or if the negative was thin or overexposed. Most important of all, I numbered each negative in the upper left hand corner of the envelope, R1, R2, R3, etc., the R being for railroad negatives. Giving each negative its own number is useful since it makes it easier to differentiate between negatives of the same locomotive. Some acquaintances liked to sort the negatives by railroad, but with all the railroad name changes, mergers, abandonments, trackage rights, etc., etc., this can get unwieldy, and the object of a filing system is quick negative retrieval. File those negatives by number. You can always sort them out later using any of a number of database-type computer programs.

Best bet for 35mm negative are the 8½″×11″ plastic holders which fit neatly into a loose leaf notebook. These plastic sheets hold a roll of 36 exposures and the negatives are cut in strips of five or six frames which are easy to work in an enlarger. Reversal color negatives can be filed along with black & white negatives but you might want to note the film type on the envelope. I have some oddball color transparencies, unmounted, which I file with the other negatives. Ideally, these could be copied to 35mm mounted transparencies.

Certain oddball negatives are a problem. Old postcard-size negatives have to be filed separately, as would 5″×7″ or 8″×10″ negatives like Donald W. Furler used to shoot. I've also got some glass plates which can be up to 8″×10″ in size. I still have a stack of glass aerial plates sitting on the floor of my library, and I have no good place to put them. Lackawanna fan Mike Del Vecchio would flip if I told him what railroad line runs through these plates.

Once I seriously started shooting 35mm color, I did less and less black & white. Color is easily converted to black & white if need be. 35mm optics are far superior to what was available in bygone years, especially at the lower end of the price spectrum. 35mm negatives, properly processed, compare very favorably with larger negative sizes when blown up to 8″×10″ and larger sizes.

Filing of color slides is another problem. I've been to too many slide shows where some fan with great slides of yesteryear pulls the slides out of a little yellow box, dumps them into a hopper on the projector and starts his show. Invariably some slides are upside down, backwards, are warped and jam in the projector gate and, worst of all, exhibit greasy fingerprints. In an upcoming issue we'll discuss ways to file color slides.

RAILFAN & RAILROAD

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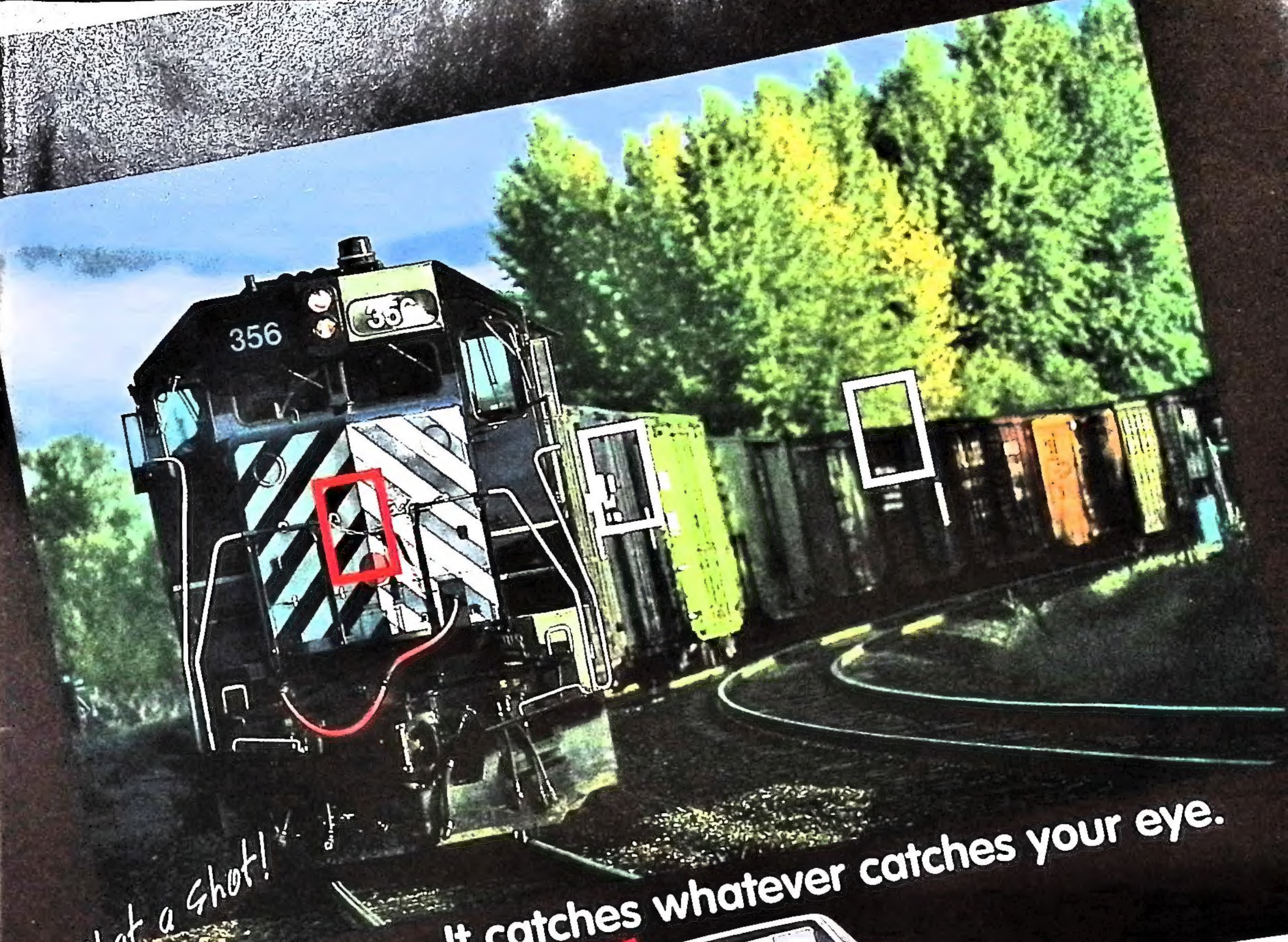

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Photo by: David R. Busse

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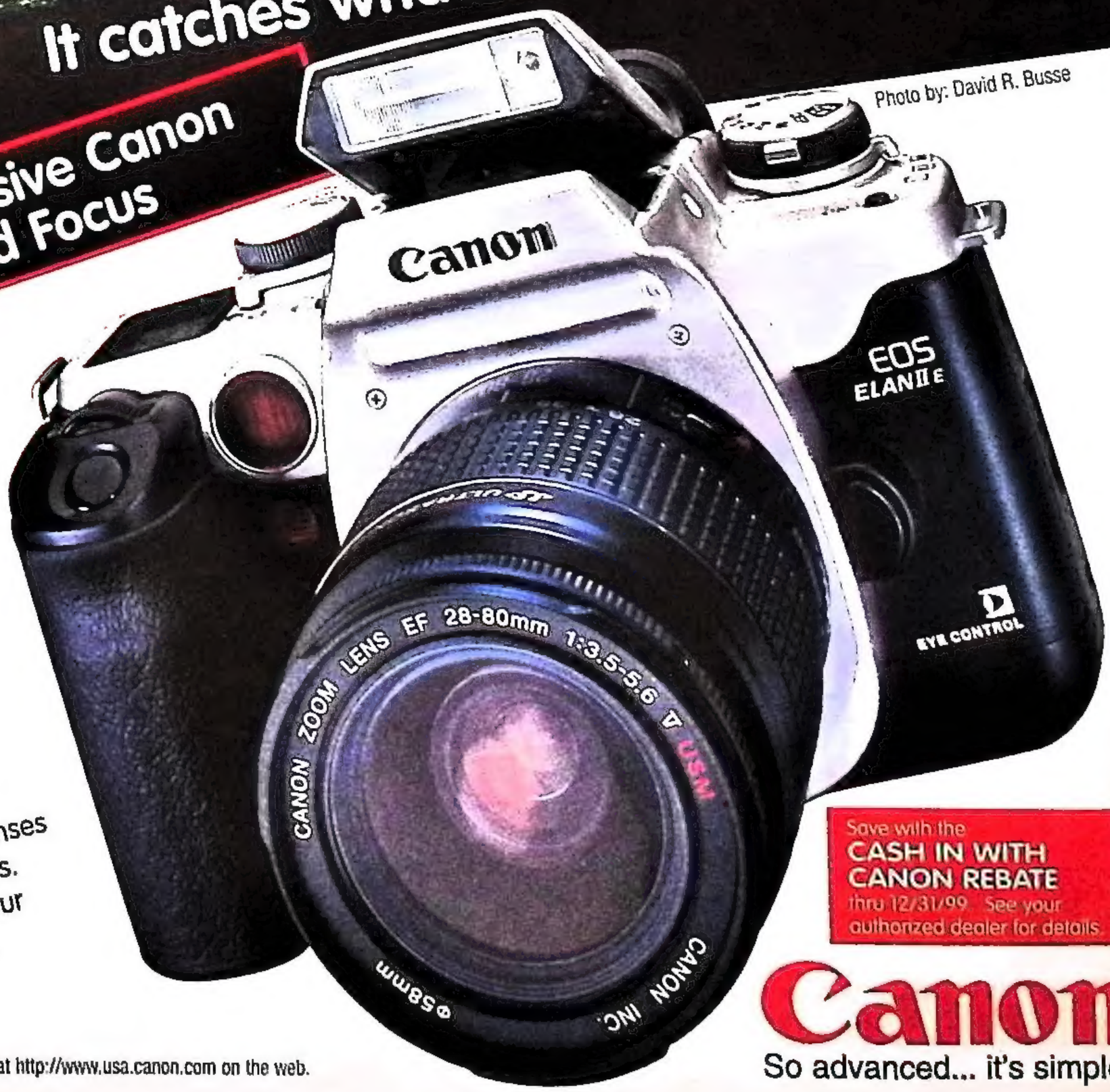

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Letters from readers

25 years of RAILFAN

It sure doesn't seem like 25 years, but time passes quickly when you're having fun.

As the subject of your "Interesting Railfan" profile in the first issue, I've been with your publication from the beginning.

You've kept up the standards of quality established by Jim Boyd. I still look forward to reading every new issue from cover to cover. Congratulations.

EUGENE H. BLABEY II
LAKEVILLE, NEW YORK

Sacramento steamin'

Your October 1999 issue "team coverage" of Railfair '99 and the NRHS/R&LHS conventions was terrific, and certainly made up for the minimal treatment this landmark event was given in other magazines. Leave it to "the leading magazine of railfanning" to show us all fun and personality that went on behind the scenes and amid the crowds. The two-page "Roll Call" depicting the visiting engines, as well as the centerspread Joint Line map, proved that R&R is in the hands of capable people with the energy and imagination to keep 'er rolling into the 21st century.

I do have one matter to correct. The proper spelling of the gentleman who photographed *Thomas the Tank Engine* (page 45) is Sir Topham Hatt. And while *Thomas* indeed appears on the TV show *Shining Time Station*, I believe you would have been more accurate in listing him as coming from the Island of Sodor. (Indian Valley Railway probably wouldn't be correct, as that's the line where the show's "real life" characters work.)

Oh yeah — Steve Barry gets the issue's Golden Glow Award for his page 7 shot of the 3751 smoking into Caliente at dusk.

BRUCE KELLY
COEUR D'ALENE, IDAHO

All the engines that fit we print

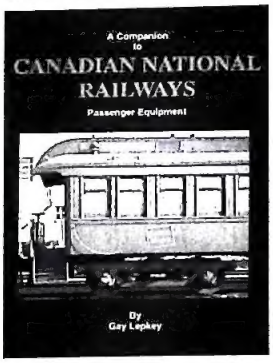
The content, layout and graphics in the October '99 issue were the best I have ever seen for RAILFAN. Well I did have to use my magnifying glass for the photos of *all* of the Sacramento "participants" but it was a creative way to cover the entire field. I particularly enjoyed the story about the Shay race and the inclusion of the history of the previous Railfairs.

Keep up the good work and positive changes. Can't wait for the 25th anniversary issue to hit the mailbox.

JOHN M. SWIDERSKI
VIA INTERNET

Along Guilford's District 4

I enjoyed reading "Guilford's District 4 Revival" by Ben Martin in the August 1999 R&R. I especially liked the comments about



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Greenfield, Massachusetts. However, I need to make one minor correction — on page 42 a reference is made to "Mile Street" as the location of the former Greenfield station. This should be "Miles Street". I would also like to point out that the site of the former station is being transformed into the "Greenfield Energy Park," a joint effort of the Town of Greenfield and the New England Sustainable Energy Association (sponsors of the *Tour de Sol* solar powered auto race). The park will have several items of railroad motif including railroad style playground equipment and a restored caboose. We hope to dedicate the park on October 9, 1999.

I would like to make a plug for our fundraising efforts to purchase and restore a former New Haven NE-5 caboose. A private group called the "Caboosters" has been formed to raise funds for the purchase, restoration and placement of the caboose in the Energy park. Any reader who would like to help our efforts can contribute to the Caboosters Gift Account, c/o Town Manager Office, 14 Court Square, Greenfield, MA 01301. All contributions of $5.00 or more will receive a "Cabooster" bumper sticker.

NORMAN E. THIDEMANN
GREENFIELD, MASSACHUSETTS

Amtrak Cascades Talgos

As one of the professionals involved with the development of the Pacific Northwest Rail Corridor, I was very pleased to see the article about the new Amtrak Cascades Talgos that appeared in your September 1999 issue. We are very proud of these unique, advanced technology trains which have improved run times and focused national attention on rail travel in our region.

Although the article was very colorful, there were some discrepancies in the text. The Pacific Northwest Rail Corridor extends from Vancouver, Canada, to Eugene, Oregon, which is 125 miles south of Portland. Only three of the new Amtrak Cascades Talgos have been placed in revenue service at this time. The fourth train is expected to enter service in the next few weeks.

Amtrak Cascades Talgos began operating daily between Seattle and Eugene on January 11, 1999. It was several weeks later that the new trains took over runs on the Seattle-Vancouver route. Currently Amtrak Cascades Talgos operate four daily round trips (one Eugene-Seattle, two Portland-Seattle and one Seattle-Vancouver).

Washington State has been the major contributor to the development of the Amtrak Cascades Talgos for the Pacific Northwest Rail Corridor. Oregon has been a partner in the project by providing support for the Eugene-Portland Amtrak Cascades service, track/safety improvements south of the Columbia River, F40 cab cars and station renovations.

It is exciting time for passenger rail service along the Pacific Northwest Corridor. Work over the next few months should produce shorter run times and additional train schedules as the next phase of improvements are implemented.

ROBERT E. KREBS, CTP
INTERCITY PASSENGER RAIL COORDINATOR
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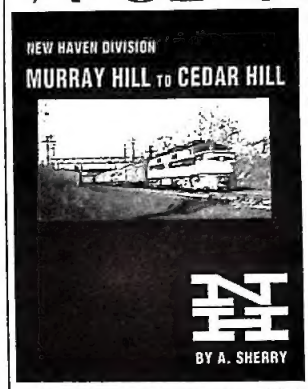

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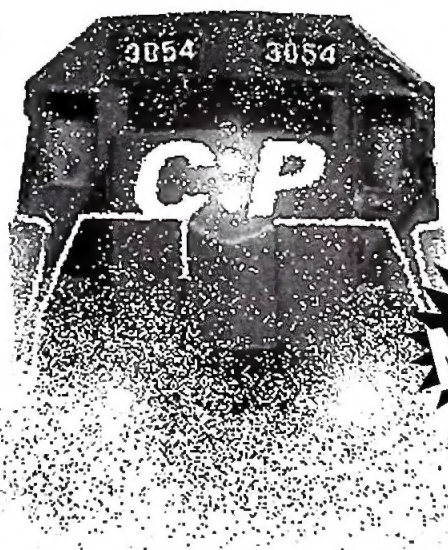

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Timetable

Railfan events guide

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RAILFAN EVENTS

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) will operate the following events.Contact the Chapter for complete information.

November 5, "Detroit United Railway" presentation by Richard Andrews with banquet at Farmington Hills, Mich.

December 4, 11 and 18, Christmas Lights excursion to Cross Roads Village, Dearborn, Royal Oak and Livonia with dinner, steam train ride, Huckleberry Railroad shop tour.

February 5-7 and 12-14, Algoma Central snow train from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.

SOUTH ELGIN, ILLINOIS, November 6. Railfan night at the Fox River Trolley Museum. Special night photo session, event begins at 4pm. For information conact the Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; *www.foxtrolley.org.*

RINGOES, NEW JERSEY, November 6. Jersey Central Flemington Branch Special to Three Bridges, N.J., behind CNJ GP7 1523 sponsored by the Jersey Central Railway Historical Society. Daylight photo stops, then night run with several photo stops after dinner. Departs Ringoes 1pm, returns approx. 9pm. Fare $25, includes rail travel and night photo sessions, from JCRHS, c/o R&N Excursion, P.O. Box 700, Clark, NJ 07066; information phone 908/233-3603 or e-mail *RPnews@worldnet.att.net.*

RAPID CITY, SOUTH DAKOTA, November 6-January 12. Collection of railroad memorabilia at the Journey Museum featuring a chronological restrospective of the railroads' contribution to the development of western South Dakota and the industries of mining, forestry and ranching. For information contact the Journey Museum, 222 New York Street, RapidCity, SD 57701; 605/394-6923; e-mail *journey@journeymuseum.org.*

CARBONDALE, PENNSYLVANIA, November 10, 12 and 13. *Heritage Express* to Steamtown Historic Site in Scranton with photo opportunities, onboard crews and interpretive programs, more. Ride the "last main line steam excursion of the Century." November 10 and 12 trips available only to educational groups, general public trip on November 13. Fare $25 adults, $15 kids 12 and under. For information phone 888/693-9391 or 570/340-5200.

DILLSBORO, NORTH CAROLINA, November 13-14. "Two Way, Two Days" overnight steam excursion to Andrews, N.C., via the Great Smoky Mountains Railway sponsored by the Yadkin Valley Chapter NRHS. Trip departs Dillsboro 10am with several photo runbys and a lunch stop planned. Ticket prices start at $126.95 for the round trip (excluding lodging). Saturday-only option available. Tickets and information from Great Smoky Mountains Railway, P.O. Box 397, Dillsboro, NC 28725; 800/872-4681.

PHILADELPHIA, PENNSYLVANIA, November 20. Moonlight Trolley Trip sponsored by the Wilmington Chapter NRHS. Several photo stops for night photos using flash and ambient light. Departs Elmwood Car Barn 5pm, returns approx. 10pm. Limited capacity trip, fare $35. Tickets from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm); e-mail *steve@daylightimages.com.*

TENNESSEE CENTRAL RAILWAY MUSEUM (220 Willow Street, Nashville, TN 37210-2159; 615/781-0262; e-mail *hullman1305@earthlink.net*) is sponsoring the following special trips. Trips will be powered by the museum's E8 diesels. All trips depart from the museum's station in Nashville. Contact the museum for information.

November 20, Nashville-Lebanon for Victorian Christmas.

December 4, Nashville-Watertown for Christmas in the Country.

WASHINGTON, PENNSYLVANIA, November 26 and 28, December 4-5 and 11-12. Santa Trolley at the Pennsylvania Trolley Museum. Trolleys depart 11am-5pm, fare $6, seniors $5, kids $4. For more information contact Scott Becker, 1 Museum Road, Washington, PA 15301-6133; 877/728-7655.

WINNSBORO, SOUTH CAROLINA, November 27-28 and December 4-5. Ride with Santa Claus at the South Carolina Railroad Museum (110 Industrial Park Road between S.C. Hwy. 34 and U.S. Hwy. 321). Trips begin at 9:30am on Saturdays, 12 noon on Sundays, last trip departs 4pm each day for 45 minute ride. Tickets $5, kids $3, first class lounge $9. Information from S.C.R.M., P.O. Box 7246, Columbia, SC 29202-7246; 803/635-4242 or 704/393-0335; *www.scrm.com.*

ROCKHILL FURNACE, PENNSYLVANIA, December 4. Ride with Santa at the Rockhill Trolley Museum on Meadow

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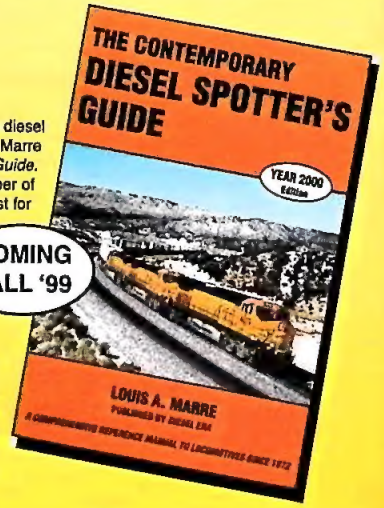

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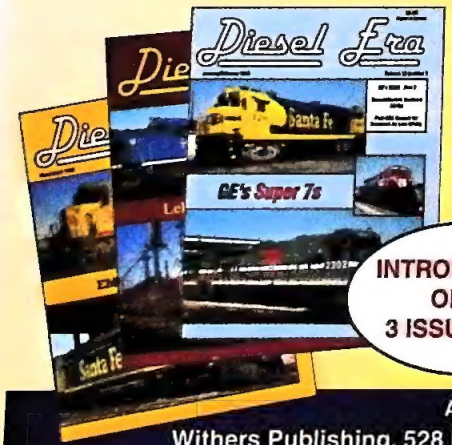

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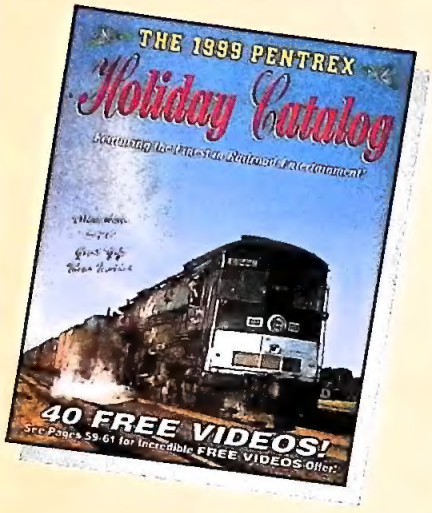

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WHIPPANY, NEW JERSEY, December 4-5 and 11-12. Santa Claus Specials at the Whippany Railway Museum. Trips depart hourly on the half-hour, 12:30pm-4:30pm. Fare $7, kids under 12 $4, babes-in-arms free. Advance reservations strongly recommended (no advance sales for 12:30 trains). For tickets and information contact Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

COOPERSVILLE, MICHIGAN, December 4-5, 11-12 and 18-19. Santa Trains on the Coopersville & Marne Railway. For information contact the railroad at P.O. Box 55, Coopersville, MI 49404; 616/837-7000.

NASHVILLE, TENNESSEE, December 11-12. Trains of Christmas at the Tennessee Central Railway Museum. Activities include operating model railroads, equipment tours, lunch in a dining car, meet Santa in a caboose, more. Admission $4, kids under 12 $1, family maximum $10, Boy/Girl Scouts in uniform free. For more information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262.

ROCKY MOUNTAINEER RAILTOURS (800/665-7245; *www.rockymountaineer.com*) is offering 35 package options involving five different train departures. Trains depart Vancouver, B.C., for Banff, Alberta, on **December 18 and 22**, Vancouver to Calgary on **December 18 and 22**, and Banff to Vancouver on **December 20**. Package options include skiing, nature tours and gourmet dining. For complete package details contact Rocky Mountaineer Railtours.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733; *www.durangotrain.com*) will hold the following special events. Contact the railroad for complete details.

December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.
December 31, New Year's Eve Moonlight Train, with train ride to Cascade Canyon, champalgne and hors d'oeuvres onboard, dance at the roundhouse museum after the trip. Fare $75, kids $53, call or write for reservations.

STRASBURG, PENNSYLVANIA, December 27. Home for the Holidays at the Railroad Museum of Pennsylvania. Meet engineers, ticket agents and passengers in a nostalgic look at holiday travel. Admission $6, seniors $5.50, kids 6-12 $4, under 6 free, family maximum $16. For more information contact the Friends of the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm.*

WASHINGTON, NEW JERSEY, [illegible] EastRAIL 2000 at the Warren Hills Regional High School, sponsored by the United Railroad Historical Society of New Jersey and the Friends of the New Jersey Railroad & Transportation Museum. Tentative list of presenters includes Joe McMillan, Ron Flanary, Brad McClelland, Frank Etzel, Steve Brown, Mark Perri, Gary Zuters and others. Tickets $10 in advance, $12 at the door. Information and tickets from United Railroad Historical Society, P.O. Box 711, Clark, NJ 07066; 732/671-9644 (evenings).

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

November 13-14, Duluth, Ga., Gwinnett Civic & Cultural Center.
November 13-14, St. Paul, Minn., RiverCentre.
November 13-14, Bakersfield, Cal., Kern County Fairgrounds.
November 20-21, Fort Wayne, Ind., Allen County War Memorial Coliseum.
November 20-21, Puyallup, Wash., Western Washington Fairgrounds.
November 27-28, Collinsville, Ill., Gateway Center.
November 27-28, Fort Worth, Texas, Fort Worth/Tarrant County Convention Center.
November 27-28, Pleasanton, Cal., Alameda County Fairgrounds.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

November 13-14, Monroeville, Pa., Pittsburgh Expo Mart.
November 20-21, Novi, Mich., Expo Center.
November 20-21, Edison, N.J., Convention & Expo Center.
November 27-28, Danbury, Conn., O'Neill Center, Western Connecticut State University.

FORT WORTH, TEXAS, November 6-7. Holiday Train Show sponsored by the North Texas Council of Railroad Clubs at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

GAITHERSBURG, MARYLAND, November 7. 22nd Annual Gaithersburg Railroad & Transportation Artifacts Show & Sale at Montgomery County Fairgrounds, 9am-4pm. Admission $6, kids under 12 free. Information: C.W. Miller, 3106 North Rochester, Arlington, VA 22213.

WARREN, MICHIGAN, November 7. Show & Sale sponsored

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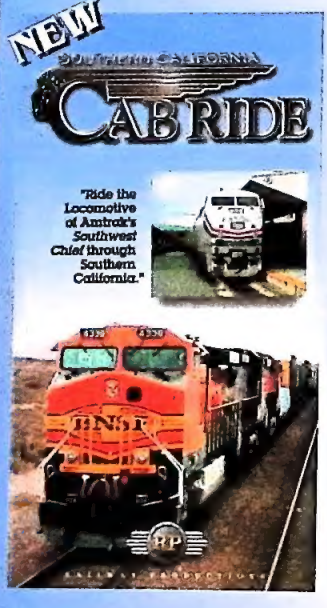

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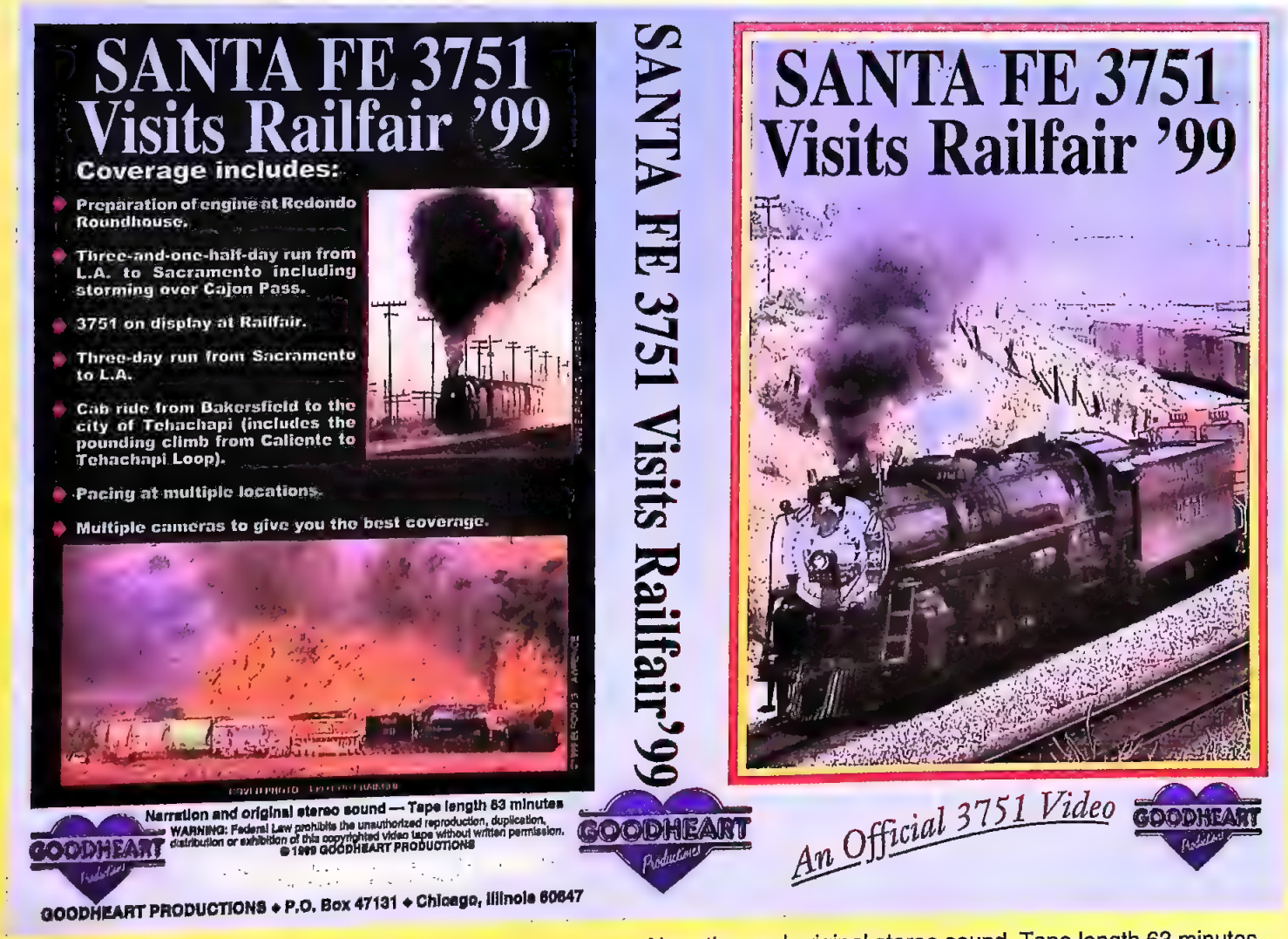
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by the Gratiot Valley Railroad Club at the Macomb Sports & Expo Center, Macomb Community College, 10am-3pm. Admission $4.50, kids under 12 free. Information: Greg Rich, 281 North Avenue, Mount Clemens, MI 48043; 810/468-4877; *www.michvhf.com/~gvrr.*

NORTH HAVEN, CONNECTICUT, November 12-13. New Haven Railroad Historical & Technical Association Train Show at Holiday Inn, Route 5 (exit 12 off I-91) 7pm-? Friday, 9am-3:30pm Saturday. Admission $4, family $6. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06614-4927; 203/378-0373 (6pm-10pm).

WESTPORT, MASSACHUSETTS, November 14. Rail-A-Rama XIX sponsored by the Mystic Valley Railway Society at White's Hospitality Center, 66 State Road (Route 6), 9:30am-3:30pm. Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0486; 617/361-4445.

BATAVIA, NEW YORK, November 14. Genesee Society of Model Engineers Great Batavia Train Show at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $4, students $1, kids under 12 free. Information. Mike Pyszczek, P.O. Box 75, Oakfield, NY 14125; 716/768-4579.

WOOSTER, OHIO, November 14. CJ Trains Fall Wooster Train & Toy Show at the Ohio Agricultural Research & Development Center, Fisher Auditorium, Route 302 (Madison Avenue), 10am-4pm. Admission $3, kids 12 and under free. Information: Jon Uibright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm).

GREAT MIDWEST TRAIN SHOW will be held **November 14** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

DOYLESTOWN, PENNSYLVANIA, November 20. 5th Annual Train Show & Sale sponsored by the Chalfont Boro P.B.A. at the Lenape Middle School, Route 202 near Route 611, 9am-3pm. Admission $3, kids under 12 free. Information: Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901; 215/345-5017.

DELAND, FLORIDA, November 20. Florida Railfair at Volusia County Fairgrounds, Tommy Lawrence Arena, 9am-4pm. Admission $5, kids under 12 free. Information: Charles Miller, 3106 North Rochester Street, Arlington, VA 22213; 703/536-2954; e-mail *alabar91@aol.com.*

WINSTON-SALEM, NORTH CAROLINA, November 20. Southbound Model Railroaders Club Train Feast '99 Model Trains & Railroad Memorabilia Show at Dixie Classic Fairgrounds, Home & Garden Building, [illegible] 10am-4p. Admission $4, family maximum $5 [illegible] Robert Morris at 336/760-2732, e-mail *ramorris@[illegible].net.*

TYLER, TEXAS, November 20-21. Cotton Belt Rail Historical Society annual Train Show at Harvey Convention Center, 2000 West Front Street, 10am-5pm Saturday, 10am-4pm Sunday. Admission $5, kids under 12 $2. Information: Gerald Cooper, P.O. Box 413, Whitehouse, TX 75791; 903/839-2501.

HAMBURG (BUFFALO), NEW YORK, November 20-21. Western New York Railway Historical Society Train & Toy Show & Sale at the Erie County Fairgrounds Agricenter, 10am-5pm. Admission $5, kids $3. Information: WNYRHS, Box 502, Tonawanda, NY 14151-0502 or phone Joe Kocsis at 716/693-8512.

CHESHIRE, CONNECTICUT, November 21. Cheshire High School Band Train Show at Cheshire High School, Route 10, 10am-5pm. Admission $3, kids under 10 free. Information: Tom Kotulski, 54 Old Lane Road, Wallingford, CT 06492; 203/265-7527.

PEORIA, ILLINOIS, November 21. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

STROUDSBURG, PENNSYLVANIA, November 21. Great Stroudsburg Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street (exit 48 off I-80), 9am-2pm. Admission $3.50, kids under 12 free. Information: Clayton Colefield, Train Show Chairman, 4 Fairview Avenue, Mount Pocono, PA 18344; 888/421-6947.

WESTMINSTER, MARYLAND, November 21. Westminster Train Meet at the Reese Fire Station, 9:30am-2pm. Admission $3 adults. Information: John Baker, 936 Hughes Shop Road, Westminster, MD 21158-2903; 410/848-1009.

WALLINGFORD, CONNECTICUT, November 28. Train show sponsored by Classic Shows, LLC, at Zandri's Stillwood Inn, 1074 South Colony Road (exit 13 on I-91), 9am-2pm. Admission $4, kids under 12 free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

MARION, OHIO, December 4. Marion Union Station Association's 14th Annual Model Train, Farm Toys and Car Collectors SHow at the Evers Arena, Marion County Fairgrounds, East Fairgrounds Street, 11am-4pm. Admission $2, kids under 12 free with adult. Information: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 740/389-5162.

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Southern Pacific No.786

A SERIOUS PROBLEM has arisen with the Austin Steam Train Association's former Southern Pacific (Texas & New Orleans) 2-8-2 No.786, which pulls the *Hill County Flyer* excursion train over the tracks of the Austin & Texas Central in Austin, Texas. During an excursion trip July 4, 1999, the Mikado's lead truck journal on the fireman's side ran hot, requiring repairs. As the lead truck axle was prepared to be dropped, however, a small crack was discovered on the face of the cylinder saddle running vertically between the bottom of the casting and the upper frame member. Further inspection revealed cracking inside the cylinder saddle, one crack above the exhaust passage where the upper frame rail fits into the saddle and another in the bottom plate of the saddle adjacent to the bottom frame rail. The railroad has come to the conclusion that the initial cracking occurred due to a large impact event, most likely related to a collision the 786 was involved in many years ago while still on the T&NO. The decision was made to remove the engine from service until repairs to the cylinder saddle can be made; *Hill County Flyer* tourist trains have continued in operation using a borrowed diesel.

According to a A&TC press release, the group will most likely disassemble No.786, remove the cylinder saddle, and attempt a weld repair. If this doesn't work, it may have to cast and machine a completely new saddle half at considerable expense. At the current time the repairs are expected to take at least 90 days to complete and are estimated to cost upwards of $300,000.

Steam fans will remember that No.786 was restored to operation in 1992 by A&TC volunteers and Diversified Rail Services after a long stay in a local park, and has pulled the *Hill County Flyer* every summer since. The engine had previously suffered minor damage from a 1998 tornado which turned over the tender, but did little harm to the locomotive itself. I'll keep you updated on 786's progress. Thanks to the Austin & Texas Central for the news.

Metra F-Units to IRM

The last two covered wagons owned by Metra, the Chicago Commuter Rail Service Board, have been donated to the Illinois Railway Museum at Union. Delivered to the museum over Memorial Day weekend, the former C&NW F7A's (numbered 305 and 308 for Metra service) are reportedly in good mechanical condition and last saw use in work train service. Since their donation, the still-operable cab units have used to pull museum trains and it is planned to restore them to their original C&NW livery. The F7s join other notable F-units in the IRM

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"The Cheetah & the Thoroughbred, Part I - CSX's New Expressway"

On June 1st, 1999, CSX and Norfolk Southern split up Conrail and began operating their respective shares. The greatest change took place on the newly double tracked CSX main line across northern Ohio and Indiana between Greenwich, Ohio, and Chicago, the former Baltimore and Ohio Chicago line. Overnight the number of freight trains on this line, which CSX has dubbed their "New Expressway", went from around 25 a day to 50. As you will see, this is not your father's CSX. And the power was a rainbow of colors also. Seven weeks after "day one", we caught over 24 hours of awesome action in late July of 1999 on CSX's New Expressway at Milford Junction in northeastern Indiana, 113 miles east of Chicago. At Milford Junction the former Conrail Marion branch, now owned by NS, crosses the CSX main at grade. **141 minutes. $33.95.**

"The Cheetah & the Thoroughbred, Part II - NS Chicago Lines"

Part II of "The Cheetah and the Thoroughbred" shows the trains and operations in northern Indiana on both on Norfolk Southern's main lines into Chicago from the east - the former Conrail Chicago Line on Otis Hill between South Bend and Porter, and NS's original main line from Fort Wayne to Chicago, around Hobart, IN. The power was a raibow of colors also. Seven weeks after "day one", we caught over 24 hours of awesome action on each of these busy lines into Chicago. **Two tape Set. Three Hours, 48 Minutes. $45.95.**

"The Trains of Horseshoe Curve"

What railfan has not heard of Conrail's Horseshoe Curve, six miles west of Altoona, PA. This video shows trains at Altoona, the top of The Hill, The Curve itself, and then all the trains that run around The Curve for 24 hours on the more accessible West Slope west of Cresson. Peak days see as many as 60 trains around The Curve. Six or more helper sets are in use at once. All scenes were shot in July of 1998, just before NS and CSX took financial control of Conrail. **Two tape set. 3 Hours, 25 Minutes. $41.95.**

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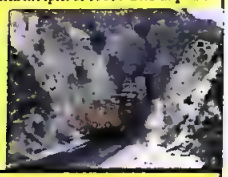
With high bridges, tunnels, miles of river running, and scenic overlooks, Conrail's River Line along the Hudson between northern New Jersey and Selkirk is arguably the most scenic rail line in the East. And the number of trains has tripled in recent years. This video shows many of the scenic highlights and then all the trains on CR for 24 hours in August of 1998. **103 minutes. $27.95.**

"24 Hours at Berea - Crossroads of Conrail"

Berea, OH, 12 miles west of Cleveland is where Conrail's mainlines between Chicago and Philadelphia, and New York to St. Louis cross at grade. With up to 80 trains in 24 hours, this well known railfan hotspot was the busiest single point on Conrail. Simply put, Bera was the hot spot of Conrail. This video shows 24 hours of action at Berea in May of 1998. **Two tape set, 4 hours, 10 minutes. $45.95.**

"The Trains of Cajon Pass 1999"

This video shows the trains and the drama of mountain railroading at one of the West's most awesome places to watch trains - Cajon Pass. With its steep grades, spectacular scenery, and as many as 80 trains in 24 hours, this is certainly one of the seven wonders of the railfan world. BNSF with its rainbow of colors recently replaced the Santa Fe, and the UP replaced the SP. Thanks to the explosion of intermodal traffic in recent years on the Santa Fe, now BNSF, the number of freight trains on Cajon Pass has doubled since 1970. First is action on all three tracks at many of the scenic highlights including Steins Hill, Sullivan's Curve, Summit, and Alray, then 24 hours of continuous action on the joint BNSF-UP line between Verdemont and Hesperia in April of 1999. **Two Tape Set. Four hours, 8 minutes. $45.95 .**



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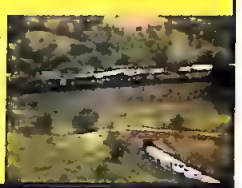
"The Trains of Tehachapi 1999"

To fans that have been there Tehachapi is an awesome place and one of the seven wonders of the railfan world. This video shows all the trains on what has been called the busiest single tracked mountain rail line in this country. The changes in recent years have been many. First, Burlington Northern Santa Fe with its rainbow of colors and unlimited power replaced the Santa Fe in 1995, and the Union Pacific's yellow took over the Southern Pacific's red and gray a year later. To see trains begin the climb at the Caliente Horseshoe and cross over themselves at the loop are sights that will never be forgotten. We caught trains at most of the well known spots including Caliente, Bealville, the summit at Tehachapi, and the loop. This tape shows all the trains for 24 hours in April of 1999 on this engineering marvel known as Tehachapi. **141 minutes. $33.95.**



Expert commentary tells the story of today's railroading and recent changes. All trains are shown in their entirety and are identified by symbol and destination.

"Thunder on the Seligman Sub"

Northern Arizona has some of the most incredible freight railroading on this planet as Burlington Northern Santa Fe's awesome fleet of intermodal trains charges up and down the 1.0% plus grades of the Seligman Sub across northern Arizona. This former Santa Fe main line hosts more intermodal traffic than any rail line in the world. This video shows trains at the dip west of Winslow, Canyon Diablo, Darling, and Flagstaff, and then 24 hours of awesome action between Williams Junction and Supai Summit in April of 1999. BNSF's Seligman Sub hosts more intermodal trains than any rail line in the world. **Two Tape Set. Three hours, one minute. $39.95.**

"The Trains of Beaumont Hill 1999"

Beaumont Hill, part of the historic Southern Pacific, now Union Pacific Sunset Route, is the easiest route out of the Los Angeles Basin. Yet the long, nearly 2.0% grades on both sides of The Hill are far from being easy to surmount. Today, UP, SP, and CNW power is mixed on The Hill, and the UP uses manned helpers on many of the heavy stack and manifest trains over Beaumont. The UP has recovered from its severe congestion in 1997 and 1998, and recently several new hot "Z" trains were added to the Sunset Route, and additional trains moved off of the Central Corridor to the Sunset and Golden State Routes over Beaumont Hill. This video shows all of the trains for a day and a half between Redlands and West Palm Springs in late April of 1999 when Beaumont Hill was seeing the most freight trains in its long and storied history. **160 minutes. $35.95.**

"Union Pacific in Eastern Nevada"

The Union Pacific today has two main lines across eastern Nevada that run from Odgen and Salt Lake City to northern California. These lines pass through the Pequop Mountains and then join together at Alazon to form what was once known as the Paired Track. The northernmost line out of Ogden is the former Southern Pacific's Overland Route, part of the first transcontinental railroad, and the other line is the former Western Pacific main line. Today these lines are an integral part of the Union Pacific's Central Corridor between the Midwest and northern California, and BNSF has overhead rights on the former Western Pacific line across northern Nevada. This video shows all of the action for 24 hours in May of 1999 on both lines through the Pequops and around the junction at Alazon where the famous paired track operation began. **78 minutes. $27.95.**

collection, which [illegible] Northern's former executive [illegible] current operable) and a [illegible] Road F7s. Thanks to Mike Del [illegible] the news.

The Heisler at Cass

A new boiler has been constructed for Cass Scenic Railroad's former Meadow River Lumber Co. three-truck Heisler No.6 by the Sisterville Tank Works of Sisterville, West Virginia. The 1929-vintage Heisler has been a Cass favorite since 1967, but has been stored unserviceable for the past few years. The new boiler will allow the No.6 to return to operation in the near future.

In other Cass news, the railroad has acquired former Feather River Lumber Company three-truck Shay No.3 from the Pacific Southwest Railway Museum of Campo, California. Last under steam in the early 1991, No.3 is slated to be restored to service as Cass Scenic No.11.

Colorado Railroad Museum

The Colorado Railroad Museum has completed a half-mile narrow-gauge loop that encircles the museum grounds in Golden, just outside Denver. Since 1963 the "Golden City & San Juan Railroad" has given rides to museum patrons over a quarter-mile track running between the Delay Junction depot to the end of track at No Agua tank. At that point the rails went no further due to a neighboring motel blocking the right-of-way, but this changed recently when CRM acquired the motel property and demolished the buildings, allowing the completion of the loop. During the spring of 1999 the route was surveyed

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and graded, and rails and ties installed using personnel from the nearby Georgetown Loop.

On July 24, 1999, former Denver & Rio Grande 2-8-0 No.346 broke through a ceremonial ribbon and pulled the first train around the completed track, followed closely behind by Rio Grande Southern Galloping Goose No. 7 with a trainload of railfans who had paid a premium price for the honor of riding the official "first passenger trip" around the circle. Officially named the *Alexis & Irene McKinney Loop* after two longtime museum volunteers, the track will be used by the museum's stable of operable narrow gauge equipment several times each year during CRM steam-ups. This information is from the CRRM website at *www.crrm.org*.

Durango swaps engines . . . again

During the spring of 1999 the Durango & Silverton Narrow Gauge Railroad traded their ex-D&RGW 2-8-2 No.499 to Cañon City, Colorado, in exchange for D&RGW 2-8-2 No.486, which had been on display in Royal Gorge Park since 1967. The 486 is a K-36 class Mikado built by Baldwin in 1925, whereas the 499, a nearly identical look-alike, is a member of the larger K-37 class which D&RGW constructed from standard-gauge 2-8-0s beginning in 1928. The Durango & Silverton already rosters three K-36s (430, 481, and 482), which it prefers over the larger K-37s as they have difficulty negotiating the sharp curves and bridges along the Silverton branch. No.486 is reportedly in good condition, and by the time you read this, should be well on its way towards a return to service.

Before movement to Cañon City, No.499 was given a thorough cosmetic restoration inside the D&SNG's shop after spending nearly 15 years derelict in the Durango yard. At one time the railroad had plans to return No.499 to operation (including the fabrication of a new boiler), but those plans fizzled after the road experienced clearance problems with sister No.497. In recent years No.499 has been stored inside a portion of the new Durango roundhouse; it now sits in the same spot occupied by No.486 for the past 30 years.

This is not the first locomotive swap performed by the D&SNG. You may remember back in 1992 the D&SNG swapped the fully-operable No.497 to the Cumbres & Toltec Scenic in exchange for derelict K-36 No.482, which was returned to operation on the D&SNG after an extensive overhaul.

At the present time, there is still one K-37 on the D&SNG, No.493, which was recently towed to Silverton for display at the railroad's new freight yard museum.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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Pictorial emphasis is on Rio Grande, Southern Pacific, and Union Pacific operation in recent years, but a few rare D&RGW steam views are included. Three-dimensional maps highlight key areas. There is coverage of many miles of alignment that were graded but never used and of obscure desert tidbits such as the Ballard & Thompson Railroad.

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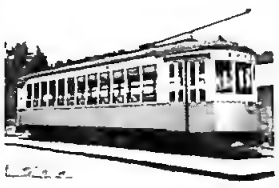

Relive the vintage days of trolleys and interurbans. See cars from Brill, St. Louis Car Co., Pittsburgh Car Co., Third Ave. Railway, Waggon-fabik Witzer. Peter Witt and PCC cars, closed and open summer cars, single and double truck cars and some of the most interesting trolley museums in America. 60 minutes. **$39.95**

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In May of 1998 The New York & Atlantic Railway took over the freight operation of the Long Island Railroad. From its headquarters in the Fresh Pond Yards the railroad covers 263 miles of track, with lines running to Bay Ridge, Bushwick and as far out as Port Jefferson and Bridgehampton. See MP15ACs, GP-10s and SW1001s at work. Running time 60 Minutes **$29.95**

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CALENDARS

All-Pennsy 2000 Calendar
Audio-Visual Designs, P.O. Box 977, Herkimer, NY 13350-0977. Wall format, 16"×22" sheet with metal spine top binder. $12.20 each postpaid in U.S.A. (NY residents add 8.25% sales tax).

In 1966, the late Carl Sturner teamed up with photographer Don Wood to produce the first Audio-Visual Designs "All-Pennsy" calendar, and the tradition continues. A couple of years ago, Joe and Colleen Suo bought the company and are determined to keep Carl's tradition of quality alive. The 2000 edition follows Carl's successful format with large 11"×14" black and white images cleanly displayed on a 16"×20" sheet for each month.

After nearly 35 years of calendars, Don Wood's vintage work has been pretty well "used up," and this edition features the work of folks like H.W. Pontin, Jim Shaughnessy and Jack Swanberg. Subjects include action shots of M1 4-8-2s doubleheaded in Ohio, a GG1 broadside pan, K4s at Camden, an F7 diesel and I1 2-10-0 meeting in the Juniata yard and much more, including a full-color view of a trio of Alco RS3s passing Slope Tower at Altoona in the snow.

In the finest tradition of the All-Pennsy calendars, this one combines an interesting variety of images with an attractive layout and impressive size. The Pennsy wasn't "colorful," but this calendar shows its undeniable character at its grimy best. — *JIM BOYD*

Ted Rose Images of Railroading Calendar
Cedco Publishing Company, 100 Pelican Way, San Rafiel, CA 94901; phone 800/233-2624; website *www.cedco.com*. $12.95 plus $3.00 shipping and handling (CA residents add 8.25% tax, NY residents add 8.25% tax, and NV residents add 7% tax). Wall format, folds out to 12"×24".

Ted Rose has total freedom of time and location. His watercolors can take the viewer to any time and place he can imagine, and his intimate first-hand knowledge of railroading and love of the steam era come through in every brush stroke — his technical accuracy and ability to render in three dimensions is absolutely astounding in a "loose" medium like watercolors. An artist highly regarded by the art world, Ted is an unabashed railfan, who, like photographer David Plowden, has widened his horizons to Americana — industrial, cultural, urban and rural. But trains are his favorites, and he can do with his imagination and brushes what we with cameras can only yearn to capture.

And unlike most photographers, he embraces the atmosphere of the night and brooding weather as well as the unrivaled skyscapes of the West. Even his sunny day images have an atmosphere that you can "feel." This calendar presents a dozen of his images, beautifully reproduced in full color. A caption block describes each scene in Ted's own words, and the size and disposition of each original painting is noted.

January 2000 begins in the cab of a Grand Trunk Western steam locomotive as it approaches a green signal at night. Another month shows one of the Mississippian's ex-Frisco 2-8-0s drifting through rainy bottomlands in a gloomy day scene that breathes with life (why don't my grubby day photographs ever look that good?). Rain and atmosphere and night team up again with a DL&W Pocono departing Hoboken, while Frisco 4-8-2 1522 is rendered sweeping through the heavy summer air of rural Missouri. You'll see the Rio Grande Southern at Ridgeway, a New Haven *Shoreliner* 4-6-4 in autumn and even a set of modern Santa Fe Super Fleet warbonnets beneath a post-sunset sky.

There is always something compelling about a Ted Rose watercolor, and this calendar will be a year-long experience of time and space and changing seasons. There are some American images and values that endure in this brave new century. — *JIM BOYD*

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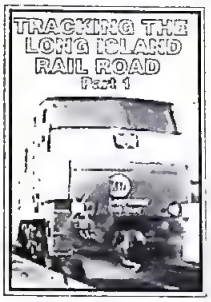
Tape No.149 "MID-WEST TRACTION" Features vintage footage in the 50's & 60's at Kansas City, St. Louis and Chicago. Lots of great shots with "Big Band" background music.
1 Hour - Color - Music

Tape No.150 "CONRAIL HOT SHOTS"" Trackside run-by action between Johnstown and Pittsburgh featuring Conrail and Amtrak.
1 Hour - Color - Sound.



Tape No.151 "Tracking the Long Island Rail Road" Non-stop run-by action at many locations on the L.I.R.R. Featuring diesels, electrics and the NEW double decker equipment.
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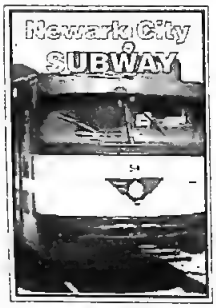
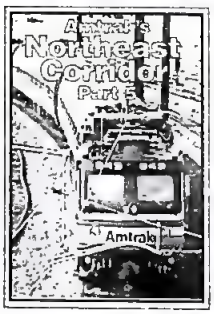
Tape No.152 "Tracking the Long Island Rail Road Part Two" Continued (from Part One) coverage of the Long Island at many more locations.
1 Hour - Color - Sound



Tape No.153 "A DAY on the NEWARK CITY SUBWAY" Featuring PCC cars on the Newark City Subway during the spring of 1999 plus vintage footage from 1960.
1 Hour - Color - Sound



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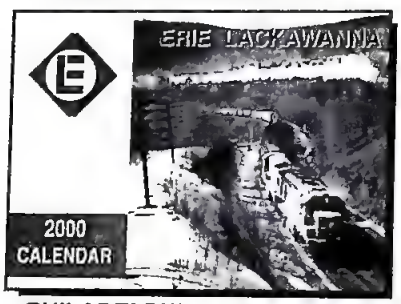

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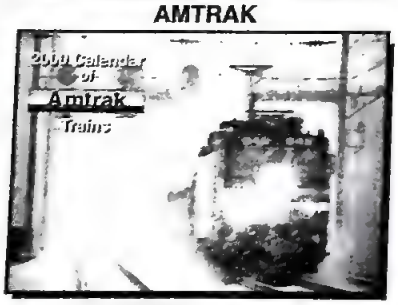

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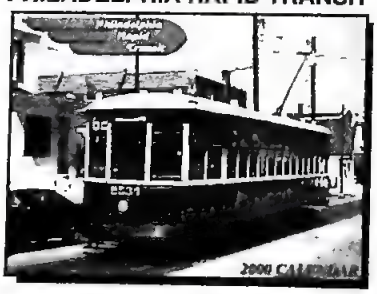

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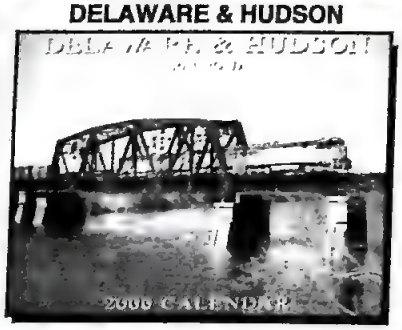

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This tape chronicles the summer of 1996's consecutive, day-by-day travels of Milwaukee Road 4-8-4 No.261 from Scranton, Pennsylvania (where it had participated in Steamtown's 1995 Grand Opening), to Chicago, Illinois, the bulk of its return mileage home to the Twin Cities.

This is more than your typical runby tape. It gets the viewer involved in the nitty-gritty operation of steam on the mainline today by covering the daily travails, anecdotes and hard work of the volunteer crew. The narration by Rich Melvin, 765's steam boss and eminently qualified to empathize with the "behind the scenes" aspects of running steam, is sometimes a little over dramatic. However, he covers the operational highlights of each day, both the bliss and the aggravations great and small.

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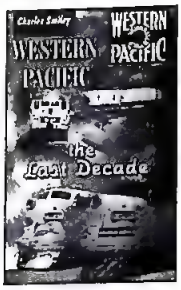

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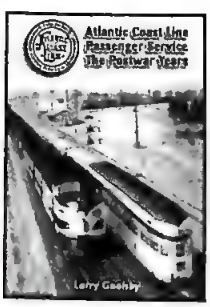

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Starting with a nice map and a circa-1970s chase of the last four F-units over Altamont Pass, we are presented the history of the line mostly via B&W photos. We learn about several of the famous people (Messrs. Keddie and Beckworth), early steam power and operations. The next segment of the tape is a detailed review of what appears to be each class of diesel the WP possessed (from Alco S1s and S2s to Baldwins to GP7s, F7s, GP40s and U boats), plus the small GS-6 steam order. The narrative covers details of the locomotives, and shows them via stills in the engine terminal as well as on the road via stills and movies. There are a number of views around Stockton Tower, in Nevada at Sand Pass and various clips here and there (Oakland street running, Keddie Wye, Pulga and an aerial view of the line relocations caused by Lake Oroville). For me, a highlight was the coverage of the Sacramento Northern electric line, and Tidewater Southern is covered briefly. The tape concludes with (and would not be complete without) shots of the *California Zephyr*, powered by F3s and FTs. Included are a meet of east- and westbound *Zephyrs* at Del Paso and various scenes between Sacramento and the Feather River Canyon.

The concept of the tape and the historical research and narration are thorough and well done. Unfortunately, the visual condition of much of the WP diesel fleet during this last decade and some of the amateur cinematography (assume 8 and Super 8) leaves something to be desired in terms of sharpness, color, photo angles, technique and so on. WP fans will appreciate the content the most. — *TOM KELCEC*

We'd Like You To Meet

Introducing our Cover One winners

This year's Cover One Contest winner and first runner-up tell us about themselves:

Bruce A. Burton

Being the ripe old age of 45, I've seen a bit of railroading in my time. Unfortunately, I didn't start photographing the railroad scene seriously until I was in my 30s! When I did, though, the bug bit hard (sound familiar?). Yes, I realize the things that I missed documenting, but I figured better late than never! Born in Louisville, Kentucky, on July 9, 1954, I've lived in the South all my life, and the Louisville & Nashville was my favorite railroad, followed closely by the Southern.

When I was eight years old, in the summer of 1962, we moved to Gainesville, Florida. The Atlantic Coast Line and Seaboard didn't offer much compared with the L&N "back home." (This is a completely unbiased opinion, mind you.) In 1965 we moved further south to a little town west of Orlando named Clermont where I became aware of branch line railroading through the citrus belt — Central Florida in a time, before Disney and the devastating freezes of the early '80s. Of

Vintage Daylight . . .

WHEN 4449 RAN FROM PORTLAND to San Jose in 1992 for the NRHS Convention, no one knew that the trip would be the last one over the SP's famous *Daylight Route* in the 20th century. And, who would have believed that the trip to San Jose would be the last one with a full 11-car *Daylight* consist. That's why we call this video VINTAGE DAYLIGHT. Beautiful blue skies, fast running and a sharp exhaust help to make this program a classic.

The second part was recorded in June 1998 when the 4449 ran from Portland to Bend, Oregon. After high-speed running along the Columbia River, the train heads south thru the canyons of the Deschutes River. From the columbia River to Bend it's all up grade. Clear skies, snow capped mountains and the high bridges on this line make this an spectacular program. Cab rides and on-train footage complete this video presentation.

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course cars, girls and social activities precluded any serious railfanning. In 1987 I met my future wife Lori and moved to the Sanford/Lake Mary area north of Orlando.

Sanford was the division point for the ex-ACL "A" line through Florida, from Jacksonville to Tampa. While I had taken a few photos on trips north to Atlanta or on visits back to Louisville, Sanford was where I got serious! In April 1992, while living in Lake Mary, my son Tyler was born. But Florida had become a different place from that in which I had grown up, so we started plans for moving somewhere north. My wife is from Duluth, Minnesota, but we sure weren't going that far north!

In April 1994 we moved to East Tennessee where, in May 1996, my daughter Janet was born. Now here is railfan heaven! Scenery, tunnels, changing of the seasons and even snow, things that I didn't have in Florida. Okay, Florida had scenery, but it wasn't like this! A friend from Iowa, Dale Hearn, showed me around the area as he had been here numerous times before. He is a previous Cover One winner and a dear friend. My son and I go railfanning quite a bit, and with the NS/CSX split of Conrail, things have gotten quite colorful around here!

I shoot both 35mm slides and medium format (645) B&W. The 35mm system is Pentax with prime lenses from 28mm to 300mm. The 645 system is Mamiya with lenses from 45mm to 210mm. While I understand that color sells magazines, I dearly love B&W photography! My photos have been published in RAILFAN & RAILROAD, *Trains, The Railroad Press, Extra 2200 South* and *CTC Board*. I've made the cover

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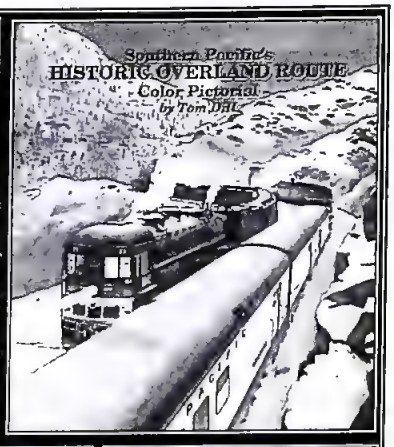

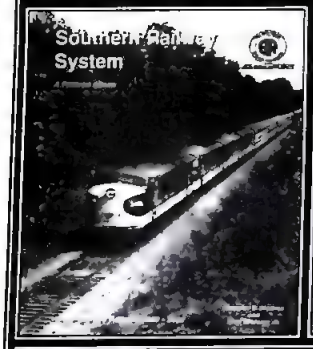

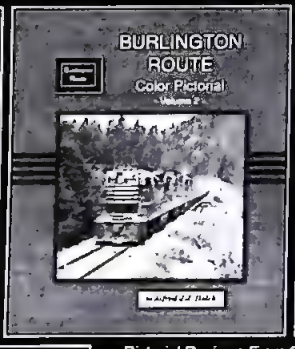

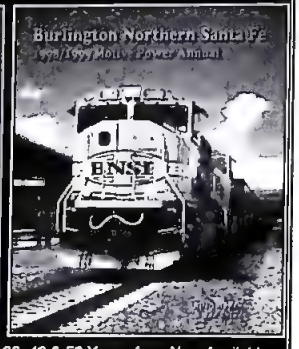

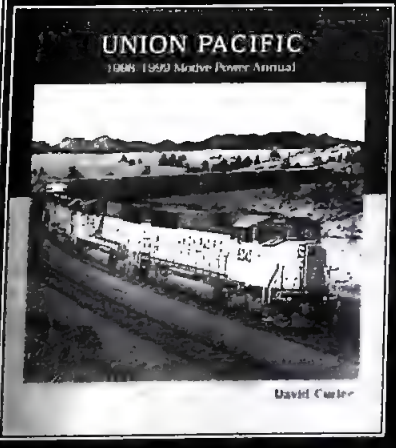

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of *Extra 2200 South* [illegible] but this is my first Cover One winner [illegible]ough I have entered in previous years). I have also had a few articles published in some of the aforementioned magazines. I have been a machinist/tool & die maker for over 25 years, and I work for Boeing Commercial Airplane Company here in Oak Ridge, Tennessee, and I am active in my church, Edgemoor Baptist. — *Bruce A. Burton*

Alan Jacobson

Almost any railfan over the age of 40 can look back and lament about the things he wishes he had done if he could turn the clock back "x" number of years, and I'm certainly no exception. Now pushing 60, I can kick myself, real hard, and wish that I could have had the foresight to record steam in my hometown of Cumberland, Wisconsin. It wasn't that I wasn't exposed to it. The tracks of the Chicago & North Western ran right past the back end of our property.The daily local freights, and especially the long, heavy, extra drags with their huge 4-8-4s, were a stellar event to us kids climbing in the basswood trees beside the tracks in 1949 and '50. Before steam's final demise, around 1955 or so, I already had my trusty Brownie Hawkeye but chose to point its lens toward subjects "more appealing" to the average 15-year-old.

Fast forward to 1985. Steam, except for rare excursions and a few tourist railroads,

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is but a memory. FT's, E9s, burbling Alcos and chortling Baldwins have all made their mark on railroading and disappeared from the scene. It is the era of the SD45, the SD40-2, the C30-7, and the SD60 is making its debut. A close friend at work reveals, in casual conversation one day, that one of his favorite pastimes is "train watching(?!?)" Sometimes all it takes is one tiny spark to ignite a flame that has lain smoldering for many years.

At first it was just curiosity on my part. A one-day trip to visit the Santa Fe's Seligman Sub, in my transplant home state of Arizona, stirred the pot of memory. Follow that with a more extended trip to famed Cajon Pass and Tehachapi, where 20 years earlier, while traveling to Bakersfield on other business, I had stopped to marvel at the sight of a long heavy freight struggling though the tunnels near the top of the grade. For some of us, it takes years to realize that the light at the end of the tunnel is supposed to be a train.

Fast forward to 1999. My friend, who unknowingly pointed me in the right direction, has long since left the hobby, having swapped it for wilderness backpacking, to which I had introduced him about the same time he brought me back to the tracks. I guess you could call it the old 180-degree-swap trick. Now I guess we're both happier. I know I am. There is no feeling, now, that is more satisfying than spending hours or, sometimes, days in quiet solitude out where distant signals beckon, a headlight on the far horizon quickens the pulse and a reassuring voice, originating in a dispatching center 1000 miles away, reinforces the fact that I am enjoying premium time. —*ALAN JACOBSON*

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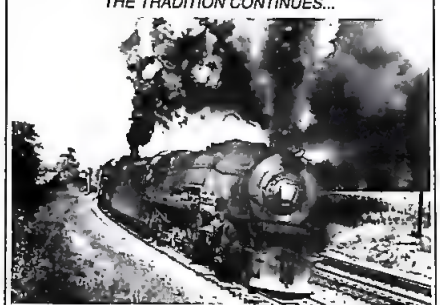

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Hurricane Floyd Disrupts the East

FROM FLORIDA TO NEW ENGLAND, RAILS ARE IMPACTED: As Hurricane Floyd worked its way up the coast from North Carolina on August 16, 1999, the region's railroads experienced flooding, washouts, mudslides and more, shutting down or severely curtailing service up and down the east coast — and beyond.

With North Carolina bearing the brunt of the hurricane's force, both Norfolk Southern and CSX experienced significant damage, most notably the loss of CSX's Tar River bridge on the ex-Atlantic Coast Line main near Rocky Mount, North Carolina, which washed away during flooding. The route is used by Amtrak's Florida service trains, which — once service was restored — were rerouted via NS between Alexandria, Virginia, and Columbia, South Carolina, pending bridge replacement. Some CSX freights also detoured over NS, as washouts occurred on several CSX routes. A total of 24 washouts were reported on CSX's Portsmouth Subdivision alone.

Another hard-hit area was in Central New Jersey, where Bound Brook was under 15 feet of water from the swollen north branch of the Raritan River. Tracks were under water at nearby Port Reading Junction (the western end of the North Jersey Conrail Shared Assets Area where NS's Lehigh Line and CSX's Trenton Line link up for the run into Oak Island yard and the north Jersey terminals), shutting down service into the weekend. NS's former Conrail Port Road Branch experienced mudslides and washouts, as did several other lines in Pennsylvania, Maryland and Delaware.

Amtrak's Northeast Corridor services were cancelled for much of the day on the 16th, and that cancellation continued between New York and Philadelphia on the 17th due to flooding in the Trenton area. Passengers revolted on one northbound *Metroliner* service train left stranded south of Baltimore's Penn Station for six hours on September 16th. Mudslides, downed trees and power lines and flooded tracks forced the suspension of service around noon with some trains out on the road. According to newspaper accounts, passengers on Train No.110 took the delay in stride for the first few hours, but by 6:00 p.m., when no answers were forthcoming on when the train might be moving, more than a dozen of them forced open a door, jumped to the ground and made their way down a muddy hillside into the Rosemont section of Baltimore. More passengers followed, and cab drivers made their way to the scene to pick up the "escapees."

Hudson River flooding suspended Empire Corridor Service between New York and Albany as well. In addition to the Northeast services, the railroad basically cancelled all services operating south out of Washington, D.C., with the shutdown beginning in stages on the 15th. Among those affected were the Richmond/Newport News trains, the Florida fleet (including the *Auto Train*), the *Carolinian*, *Crescent* and *Cardinal*. The *Crescent* was the first to return, originating in both directions on the 17th (though the southbound run began in Philadelphia due to the flooding in Trenton). The first rerouted Florida trains operated on Sunday the 19th.

Commuter railroads also felt Floyd's punch, with Virginia Railway Express and MARC services shutting down on the 15th, due to CSX's evacuation of its Jacksonville, Florida, dispatching center when reports first indicated that the hurricane would land near there. (That closure also impacted Amtrak service on CSX lines as far away as Michigan and Illinois.) SEPTA, NJ Transit and Metro North experienced flooding, washouts and line closures during the storm, with most services up and running normally by Monday, September 20th. A one-car SEPTA Silverliner train on the R6 Norristown line was stranded near the Conshohocken station after rising waters from the Schuylkill River shorted out the m.u.'s power system, requiring the rescue of the ten trapped passengers by boat.

The Wilmington & Western short line in Delaware experienced heavy damage, including the complete loss of two trestles and severe damage to two others. The ten-mile long railroad has suspended operations until its fate can be determined.

Amtrak

HIGH-SPEED SERVICE DELAYED: Due to the need for additional testing and refinements on the new technology, the Bombardier-ALSTOM consortium — the manufacturers of the *Acela* high-speed train sets — recently informed Amtrak that they will be unable to provide a thoroughly tested train set and high-horsepower locomotive in the fall of 1999. The additional work will push back the introduction of high-speed service between Boston and New York. Originally targeted to begin at the end of this year, a firm revised date has not yet been set. Meanwhile, Amtrak announced that its electrification project is on schedule, and the company will launch new *Acela Regional* electric service between New York and Boston in January. Two daily *Acela Regional* round trips will be offered, using refurbished Amfleet equipment, with Boston-New York travel times of less than four hours.

"QUADS" ON THE CORRIDOR: Amtrak will either close or install new quad-gate systems at eleven of the 14 remaining grade crossings on the Northeast Corridor in Connecticut, Rhode Island and Massachusetts. A total of eight quad-gate vehicle detection systems will be installed by August 2000, while three crossings will be closed. The quad gates block all traffic at a crossing and have sensors in the tracks that alert oncoming trains in the event a vehicle gets stuck in the crossing. Once the project is completed, just three conventionally-equipped grade crossings will remain on the entire Boston-to-Washington Northeast Corridor. All three are near the station in New London, Connecticut, where train speeds will not exceed 35 miles per hour.

REGIONALS

Toledo, Peoria & Western

RAIL AMERICA TAKES CONTROL: On September 3, 1999, RailAmerica assumed control of the Toledo, Peoria & Western Railroad. The company purchased the 369-mile railroad from Delaware Otsego and other shareholders, including Norfolk Southern and CSX, for $18 million. In 1998, TP&W had revenues of approximately $13.4 million and moved over 59,000 cars. The railroad serves agricultural and manufacturing shippers, and connects with six different railroads. To railfans, the TP&W in recent times was best known for its fleet of GP20s, painted in a New York Central-inspired lightning stripe scheme, along with units painted in Susquehanna "Yellowjacket" colors during the Delaware Otsego era (see **page 31**). The GP20s are being replaced with more modern, higher horsepower units. Headquarters and dispatching have returned to East Peoria, Illinois. Under DO, the line was dispatched from Cooperstown, New York. — *BOB GALLEGOS*

SHORT LINES

Belvidere & Delaware

EASTON LINE PURCHASED: The Belvidere & Delaware Railroad, operator of a segment of the ex-Pennsylvania Railroad Bel-Del line between Milford and Phillipsburg, New Jersey, has purchased two miles of the former Conrail Oldenweilder Branch in Easton, Pennsylvania. B&D gains trackage rights over Norfolk Southern's ex-Lehigh & Hudson River bridge across the Delaware River (see **page 31**). The line will serve two customers at the start. First trip occurred on August 28, 1999.

TOURIST LINES

Grand Canyon Railway

AMTRAK CONNECTION: The Grand Canyon Railway and Amtrak now offer connecting service at Williams, Arizona. This past summer, Amtrak's Chicago-Los Angeles *Southwest Chief* began stopping at Williams Junction, where passengers board a free shuttle bus for transfer to the Grand Canyon Railway's Williams depot. GCRy provides daily service on the 65-mile journey to the South Rim of the Canyon.

Adirondack Scenic

UTICA SERVICE SEVERED: The scenic railroad's daily Thendara-Utica, New York, service was annulled for two months this summer when heavy rains on July 5, 1999, washed out a culvert on the Mohawk, Adirondack & Northern Railroad in Holland Patent, New York. (Adirondack Scenic uses the MA&N from Utica to Snow Junction.) Through service to Utica was restored on September 11th, in time for the busy foliage season.

ROY KENDEL

Vermont's *Ethan Allen Connection*

Rail passenger service in Vermont expanded again on August 16, 1999, when the experimental *Ethan Allen Connection* began operation between Rutland and Burlington. Connecting with Amtrak's New York-Rutland *Ethan Allen Express*, and running at least through October 31st, the service operates over the Vermont Railway with a stop at Middlebury. The inaugural run is seen at Rutland ***(above)*** and in Proctor ***(right)***. Coaches are ex-Virginia Railway Express.

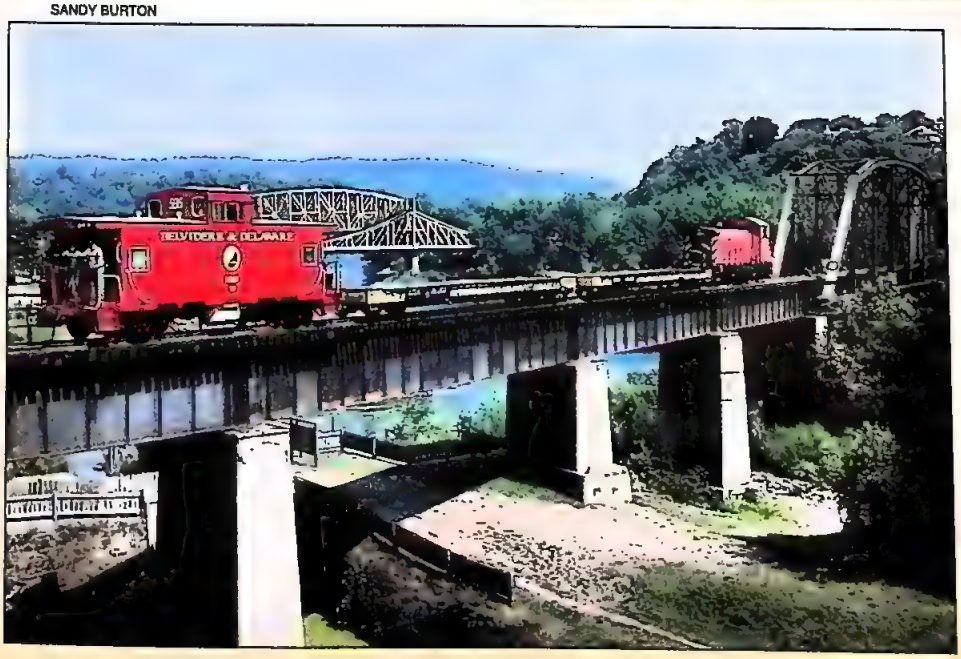
JIM SHAUGHNESSY

TP&W GP20 Farewell

With the RailAmerica takeover of the Toledo, Peoria & Western, the railroad's GP20s are leaving the property, to be replaced with higher-horsepower units. The first exodus of the GP20s occurred on August 9, 1999, with Extra 2002 East ferrying two Susquehanna "Yellowjacket"-painted units (Nos.2064 and 2066) back east for return to TP&W's previous owner, Delaware Otsego (parent company of the New York, Susquehanna & Western). See the story on **page 30**.

STEVE SMEDLEY

SANDY BURTON



Bel-Del Expands

Belvidere & Delaware caboose No.595 leads the back-up move across the former Lehigh & Hudson River Delaware River bridge on the railroad's first trip to serve the newly-purchased Oldenweilder Branch in Easton, Pennsylvania, on August 28, 1999. The bridge and trackage leading to the Bel-Del's new branch is owned by Norfolk Southern, who granted trackage rights to the expanding short line. An NS trainmaster accompanies the crew on their qualifying run, with former CP Rail SW1200RS No.8159 pushing on the rear. See the story on **page 30** for additional details.

MARK J. CORCORAN

Cape Cod Military Move

Bay Colony's typical operation on Cape Cod consists of the daily "trash train," which moves the bulk of the Cape's garbage to a nearby incinerator/recycling center. Occassionally, though, the railroad hauls special movements of military equipment from the Otis Air National Guard Base on the Falmouth Branch in Otis, Massachusetts. One such move was on June 30, 1999, as Bay Colony GP9 No.1702 prepared to depart Otis with a load of military equipment bound for National Guard training exercises in Texas.

CHIP SHERMAN

Rock & Rail Units Roll

Rock & Rail, the quarry operation that uses a section of Union Pacific's mothballed (former Rio Grande) Tennessee Pass line near Parkdale, Colorado, has acquired GP20 No.201 from National Railway Equipment Leasing. Originally built as GP9 No.5875 for Southern Pacific, the unit also wore SP numbers 3711 and 3884 before being sold to NRE. NRE rehabbed it and used it in leasing service until the sale to Rock & Rail. On August 20, 1999, No.201 was in BNSF's yard in Denver, awaiting delivery to R&R.

BOB LaMAY

Lightning-Striped FL9s!

On September 28, 1849, the first train of the Hudson River Railroad made the inaugural run between Manhattan and Peekskill, New York. In honor of the 150th Anniversary of the opening of that historic rail line, Metro North has painted two of its recently-stored FL9s in the New York Central Lightning Stripe scheme, and scheduled them to operate on "Historic River Towns Express" trains between Peekskill and Yonkers during the Hudson Heritage Festival on October 2, 1999. Though of New Haven Railroad, not NYC, heritage, the FL9s have been associated with the Hudson Line since the Penn Central days. Other special events marking the anniversary will be held that day at the Peekskill station. No.2013 is shown at ceremonies marking her release from the railroad's North White Plains, New York, paint shops on September 15th. Sister unit 2012 was still in-work when the 2013 debuted.

BETH KRUEGER

BRAD McCLELLAND

NS Doings

Changes are evident in the wake of Norfolk Southern's takeover of its half of Conrail. The repainting of Conrail units has begun, as evidenced by former Conrail SD60M No.6775 at Bellevue, Ohio, on August 8, 1999 ***(above)***. Passing former Norfolk & Western position light signals at Waynesboro, Virginia, NS Dash9-40CW No.9144 hauls new intermodal train 22T, a Harrisburg, Pennsylvania, to Memphis, Tennessee, through train ***(left)***.

JAMES L. SHAW

Stormy Seas for DL535E's

In late July, a barge carrying a batch of five DL535E diesel locomotives back to Alaska's White Pass & Yukon Route hit rough weather off the California coast, dislodging No.101 from the rails on board the boat. The barge pulled into Eureka, California, to have a crane reset the locomotive. The narrow-gauge units were recently purchased back by the WP&YR after spending seven years in South America on Bogota, Columbia's Sociedad Colombiana de Transporte Ferroviario.

Boston PCC's Live On

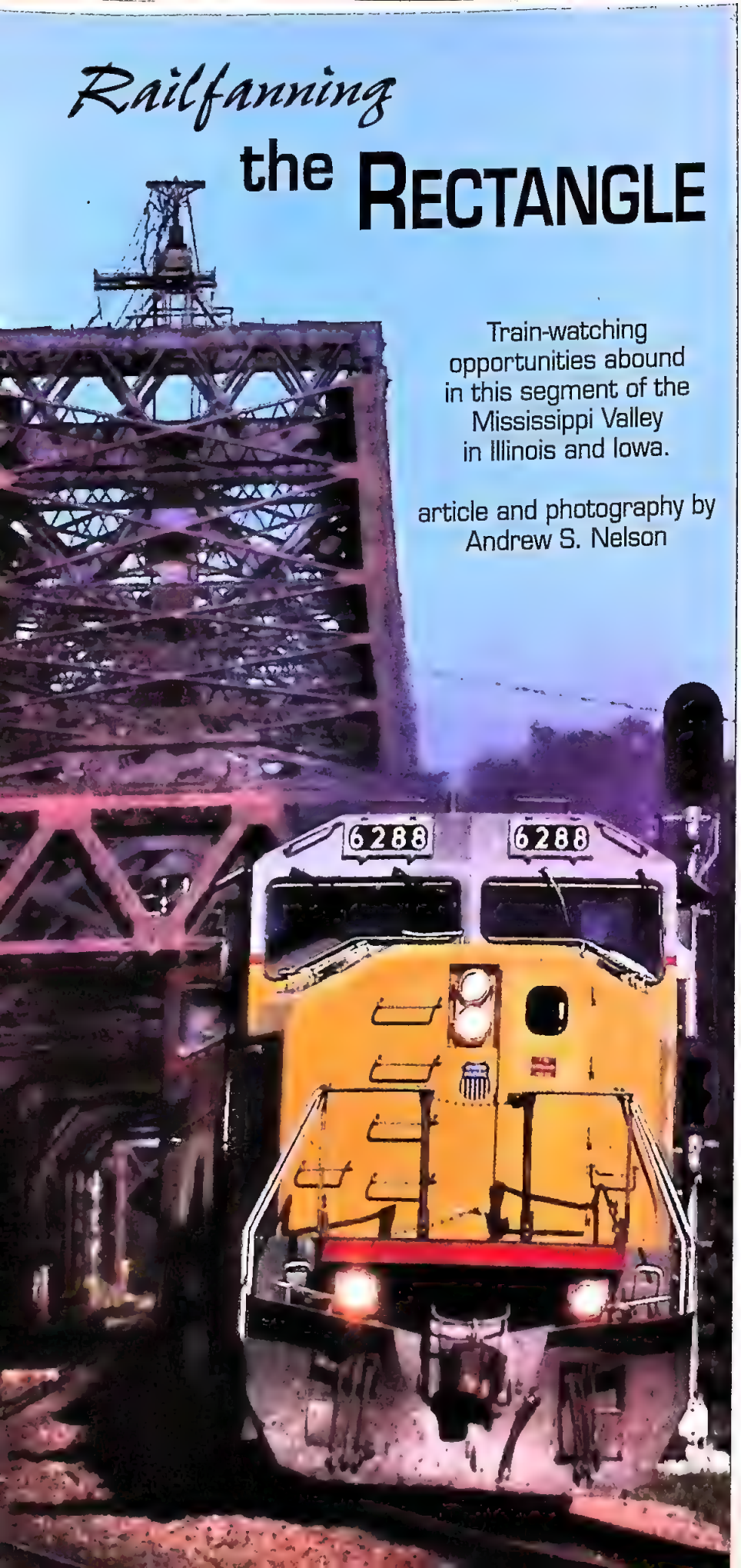
In August, Boston's Massachusetts Bay Transportation Authority began testing the first of its thoroughly rebuilt PCC cars. No.3265 was first through the process, which took place at the Blue Line car shops at Orient Heights. Once testing is complete, all ten of the remaining cars will undergo the work. The "new" paint scheme of traction orange, maroon and cream replicates the scheme of the initial pre-World War II order of Boston PCC's. The cars operate in daily service on the Mattapan High-Speed Line, at the end of the Red Line branch to Ashmont in Boston's Dorchester neighborhood.

HERBERT PENCE

Railfanning the RECTANGLE

Train-watching opportunities abound in this segment of the Mississippi Valley in Illinois and Iowa.

article and photography by Andrew S. Nelson



CROSSING THE [illegible] Clinton, Iowa, Union Pacific SD60M No. [illegible] east hauled its train across the Iowa [illegible] busy "rectangle" on August 5, [illegible].

DECISIONS. DECISIONS. You keep looking at your watch, checking how much time has elapsed since that eastbound Burlington Northern & Santa Fe train cleared its warrant at Savanna and make the calculations again — Plum River is milepost 96.7 on the Peavine, you're at milepost 81. That's 23 miles at 60 m.p.h., about 20-25 minutes, depending where it was at when it cleared the warrant. Then suddenly your scanner erupts, "UP detector, milepost 127, track Number Two. No defects. Detector out." You figure it's been 19 minutes since the BNSF train cleared, and now you've got a Union Pacific westbound coming down the hill from Union Grove. It's a long shot, but an over-under meet is possible. Question is, who will arrive first, and do you sacrifice your spot to catch the BNSF for a wide-angle shot that could capture both trains?

You decide to stay put, and for once it is the right call; the UP westbounder turns out to be ZCSOA, a "bird" (Chicago & North Western parlance for pig trains, dating back to the Falcon Service days), and makes it down the hill in very short order. Just as the FRED clears the Acker Road grade crossing, a BNSF Dash9-44CW rumbles out from behind the trees and over the girder and deck bridges spanning the UP main and U.S. Highway 30, making for a nice late afternoon shot. As you head for the car, the I&M Rail Link operator at Sabula, Iowa, 20 miles up river, acknowledges train No.263's departure. Time to head over to the Illinois Highway 136 bridge at Fulton, Illinois, and get across the river into Clinton, Iowa, and set up at the west end of the siding at Deer Creek. And it's been like this all day in "The Rectangle."

The Rectangle

Simply put, "the rectangle" covers an area approximately 20 miles long by five miles wide on both sides of the Mississippi River in northwestern Illinois and east central Iowa, encompassing three railroads — Union Pacific, Burlington Northern & Santa Fe and I&M Rail Link. The northeastern end is anchored at Plum River in Savanna, Illinois, where BNSF's C&I line (Aurora Subdivision) to Chicago and Peavine line (Barstow Sub) to Galesburg split. The merged lines run west through Savanna to join the Mississippi River just south of downtown. At milepost 144.8, the Aurora Sub crosses IMRL's Chicago-Kansas main (Second Subdivision). The BNSF continues up the east bank of the river, while the rectangle continues

westward with the IMRL on its S-shaped causeway across the river, culminating in the swing bridge at Sabula, Iowa. At Sabula Junction, the northwestern edge of the rectangle, the Second Sub continues down the west bank of the river toward Clinton, while the Third Subdivision heads north to Dubuque, Iowa.

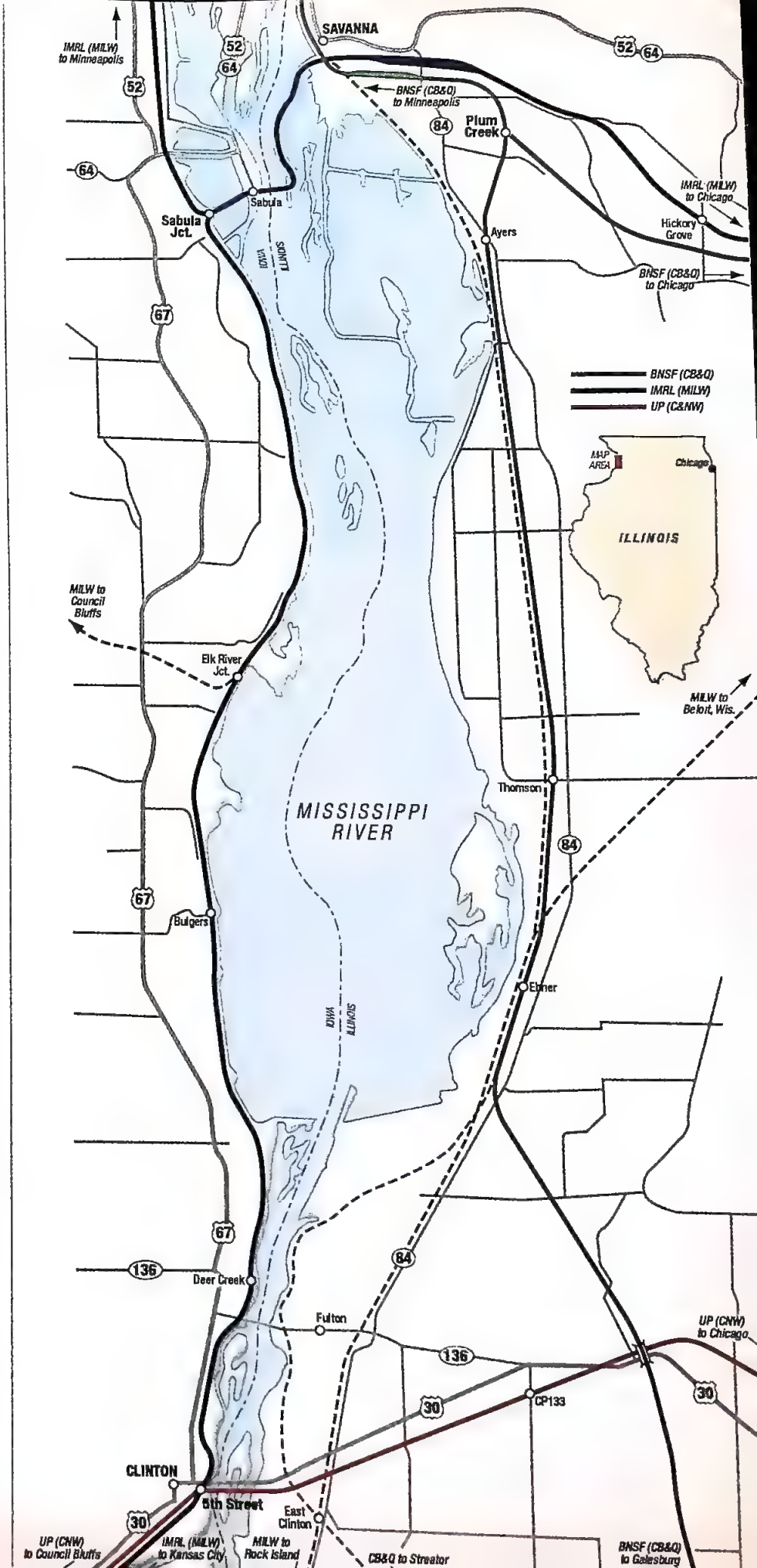
The IMRL continues down river to the controlled siding at Deer Creek, just north of Clinton, Iowa. From there the route splits several residential areas, including a short stretch of street-running. Close to milepost 158, the IMRL swings southwest, climbing a short grade up to the UP interlocking at Fifth Street, the southwestern corner of the rectangle. Here the IMRL crosses over the UP and continues on the south side of that main through Clinton, before swinging due south again near Camanche for the Quad Cities.

From the interlocking at Fifth Street (milepost 137.1 on the UP) the rectangle veers eastward with UP's ex-C&NW Chicago-Nebraska main line. The main crosses the massive swing bridge over the Mississippi at milepost 136.7 and into East Clinton, Illinois, milepost 135.9. From here the tracks make a straight shot through the newly installed interlocking at Control Point 133 at Frog Pond to the underpass with the BNSF's Barstow Sub near milepost 132, where the climb out of the Mississippi Valley stiffens, mildly challenging eastbound coal loads and heavy stack and manifest trains, but little else.

The final side of the rectangle is bounded by BNSF's Barstow Sub from the UP underpass to Plum River on the southeast side of Savanna. The Barstow Sub from here north to Savanna is flat, fast and mostly straight, with unrestricted trains allowed 60 m.p.h. From near milepost 81, the route swings northwesterly through the Mississippi flood plain, then north again at the siding at Ebner. From Ebner the line makes a beeline north through Thomson before making an northeasterly arc to Plum River at milepost 96.7, junction with the Aurora Subdivision.

North, South, East and West

The nice thing about the rectangle is that, from any given point, one isn't that far from the four mains that bound it, though the northern and southern ends of it will see the most trains. On the northern end, BNSF will usually put 30-35 trains through Savanna in 24 hours, divided approximately on a 70/30 ratio favoring the Aurora Sub. While the Aurora Sub is heavy with intermodal traffic, the Barstow Sub is the almost exclusive domain of general manifest, grain and mineral traffic, along with occasional coal detours bound for Superior, Wisconsin.



WITH F45 NO.393 IN CHARGE, ***IMRL train No.132 rolls past the former Planters plant at 5th Street in Clinton, Iowa, on August 5, 1997*** *(above).* ***BNSF Dash9-44CW No.1003 and three additional units roll into Savanna, Illinois, on July 31, 1998, with the Illinois Route 84 bridge in the background*** *(below).*

Much of the general freight funneled over the Barstow Sub moves between points north (such as Superior, Wisconsin) and west (such as Pasco, Washington) on the BNSF system to points in the southern Midwest, much of it reclassified at Galesburg, Illinois. Taconite trains move pellets from the mines near Hibbing, Minnesota, on the Mesabi Range to Granite City, Illinois, near St. Louis.

The C&I line (named for one of the charter railroads, Chicago & Iowa) is part of BNSF's link between Chicago, the Twin Cities and the Pacific Northwest. As mentioned above, the majority of the 20-25 trains that ply the line daily are Chicago-Twin Cities or Chicago-Pacific Northwest pig and stack trains. Until August 1998, the BNSF main through Savanna also saw four to eight Canadian National haulage trains daily, before they shifted to an all-Wisconsin Central routing between Superior and Chicago. But, even without the CN trains, traffic density is still good through Savanna. Tuesday through Saturdays tend to be the busiest on the C&I, with mornings and later afternoons/early evenings being peak times.

The six to ten daily trains that run the Peavine include eastbounds H-PASMEM1 (daily), H-EVEGAL1 (daily), H-LAUGAL1 (originates Monday-Wednesday-Friday), M-NTWGAL1 (daily), and M-NTWGAL2 (daily). Westbounds include M-GALNTW1 (daily) and M-GALNTW2 (originates Thursday-Friday-Saturday-Sunday). The ore moves, which run at any time, are symboled U-KEEMAD for loads and U-MADALL for empties. Local L-ILL8251 works a daily Barstow to East Dubuque turn, but sometimes only goes up to Thomson, Robinson Spur or Galena. Its crew is on duty around 10:00 a.m. at Barstow. Be aware, though, that the Peavine can be a feast-or-famine situation; it all depends how, or if, grain and taconite are running on any given day. Power on these BNSF trains through Savanna ranges from SD60M's and SD70MAC's on ore trains, to Dash9-44CW "goat boats" to ex-Santa Fe GP60M's on intermodals and manifests.

The IMRL frequency is far less frenetic than the BNSF, though no less interesting given IMRL's locomotive roster, which is dominated by early second generation EMD's. Daily regulars between Savanna and Chicago are train Nos.263 and 264, operating between Nahant and Belt Railway of Chicago's Clearing Yard in Bedford Park. A Chicago-based crew takes 263 west to Savanna, tying up around 4:00 a.m. There the train sits until local 924's crew goes on duty at 7:00 a.m. No.924 hauls the train across the river to Sabula/Samoa and switches out 263, setting out cars for the Third and Fourth Subs. At around noon, local 918 goes on duty at Nahant and brings up No.264, swaps [illegible] back to Nahant. [illegible] shows up around [illegible] the entourage east to Clearing. IMRL does occasionally run 386/387 trains between Mason City, Iowa and Chicago, but they are sporadic.

Other IMRL trains include 692/693, Ottumwa-Beloit, Wisconsin, coal for Wisconsin Power & Light. While the IMRL no longer moves auto trains for Norfolk Southern between Chicago and Kansas City, it has picked up Union Pacific double stack traffic between Kansas City and Clinton, Iowa. Currently, IMRL handles westward UP trains I-G2LA and I-APLA2, and eastward trains I-LAG1B, I-LBG1-7, I-LBG2-1, I-LAG1-2 and I-LBG1-3. These trains, most running one or two days a week, are interchanged with the Union Pacific at 5th Street in Clinton.

Two regular intermodals are Nos.111/112, which run between Kansas City and Montreal. IMRL handles the trains for CP Rail System from Kansas City to Bensenville, where CP fowards them to Montreal. Lastly, occasional potash trains do run on the Second Sub, specifically No.658 out of St. Paul, bound for Byron, Illinois (south of Rockford).

At Sabula Junction, the Third Sub can feed the Second Sub up to six or more trains daily. Included are intermodals 98/99 between St. Paul and Kansas City; general freights 232/233 between St. Paul and Nahant and 388/389, grain trains between Mason City and Kansas City. Occasional

PASSING UNDERNEATH ***the BNSF main near the Acker Road grade crossing on October 10, 1998, a pair of Union Pacific "convertible" SD90/43MAC's power train 2CSHBT07*** *(above).* ***On September 5, 1998, two SD45s and an SD40 haul IMRL train No.263 on the north end of the rectangle at Sabula, Iowa*** *(below).*

potash extras also run along the Third Sub between St. Paul and Kansas City. As a rule, the IMRL can be dead for hours and then see three to four trains within a short time. And, fortunately, the IMRL along the river tends to be a daytime railroad.

By far the biggest show in the "rectangle" is the Union Pacific main. On an average day between 40-60 trains (sometimes more) work their way through Clinton. When the progression of events goes smoothly, the situation in Clinton is tolerable. Trains get their crews within a reasonable time frame and clear for the trip across eastern Iowa or to Proviso in Chicago. On days when things don't go well, gridlock is the rule, and it is not uncommon for trains to back-up outside Clinton waiting a turn at a crew change. What further aggravates this situation is the swing bridge over the Mississippi River. With river traffic having precedence over rail traffic, trains have to wait for the bridge to close. To help expedite train movements, however, crews will detrain outside Clinton and their trains will sit until the next crew goes on duty, or the crew changes take place either east of west of the yard office in Clinton.

As for reliable UP trains, other than the westbound manifests and birds, UP "schedules" don't exist, at least not in reality. Westbounds that you can generally expect include ZCSSC, MPRCL, MCHNP, MPRNP, MPEMT, ZCSPD, MPRDM, ZCSOA, MELNP and MPRCB. Eastbounds include MMTPE and MDMPR in the morning, with others running whenever North Platte gets them out, including MDMPR, MMTPE, MEUCH, MNPPR, MNPPRB, MNPPRC, MCBPR, MCLPR and MNPCH. As for the multitude of coal trains, all the mines in Wyoming originate these trains so the mine code can change, but these are the reporting marks and destinations codes of current coal movements: WEPX, Wisconsin Electric (PP-Pleasant Prairie, Wisconsin; OK-Oak Creek, Wisconsin); NORX, Northern Indiana Public Service (WF-Wheatfield, Indiana; MQ-Michigan City, Indiana); CWEX, Commonwealth Edison (PL-Plaines, Illinois; WK-Waukegan, Illinois; WI-Will County).

Up and Down, Side to Side

Aside from the dozens of trains one can see daily, getting around in the rectangle is not difficult as state and federal highways bound all four sides. On the southern end, U.S. 30 parallels the UP from the BNSF overpass all the way into Clinton. The best place to park at the overpass is on Acker Road, just off U.S. 30. Further west, a turn south onto Frog Pond Road will take you to the UP grade crossing and location of UP's new control point, CP Frog Pond, located a couple of hundred feet west of the crossing. While CP Frog Pond might seem to be a good location for photography, it is UP property.

You can reach the east end of the Mississippi River bridge at East Clinton by taking the Fulton exit west of the Illinois 84/U.S. 30 intersection. Then turn left onto Dakin Road, then right on Ward Road, which runs along the tracks. Use caution at this location, as UP has adopted C&NW-style left-handed running, and one may not hear approaching westbounds if an eastbound is rumbling by.

Once in Clinton, you have several choices on where to shoot. At the UP/IMRL junction at Fifth Street, you can shoot on either the north or south side of the UP/IMRL mains, both reached by taking U.S. 30 into town. (Note: this bridge is scheduled to be rebuilt and will be closed through 1999, with the detour via Illinois 136 through Fulton). To get to the south side, follow U.S. 30 until it heads west and then head south through the 4th Street underpass, then turn left onto 13th Avenue South, which will take you to BNSF's Clinton "depot." To reach the north side, at the same intersection, double back on U.S. 30 East and then make a quick right into the lot next to the former C&NW depot. One other option in this area is to walk up on the U.S. 30 bridge across the Mississippi and shoot IMRL trains in morning light.

Following the IMRL north (timetable east) through Clinton is relatively easy, though sometimes slow depending upon traffic and traffic lights. Though not as well-known as the street running in Bellevue, Iowa (40 miles up river), IMRL does some street running in Clinton as well. This occurs along Roosevelt Street between 9th Avenue North and 13th Avenue North. A couple miles north one will find the west end of Deer Creek siding. This can be reached by taking 32nd

Avenue North east to the tracks, then north along McKinley to the siding. One can walk up to the east end of Deer Creek siding, though it is over 6500 feet long. The other option is to take U.S. 67 north and turn right onto East Deer Creek Road, which will take you down to the tracks. Keep in mind that trees line the east side of siding and bluffs on the west, so sun angles need to be taken into consideration.

There is only one open spot on the IMRL main between Deer Creek and Sabula as trees line both sides of the tracks — Bulger's Landing, reached by taking Bulger's Hollow Road east to the tracks. This location is only good in the morning and one should find a spot between the tracks and the river to get a decent angle. One should also keep in mind that track speed between Sabula Junction and the west end of Deer Creek is 40 m.p.h., meaning it is nearly impossible to shoot at Sabula or Clinton and beat a train to Bulger's.

***A BNSF TRAIN bound for National Steel nears Plum River, Illinois, behind SD60M No.9265 on January 11, 1997** (above). **The U.S. Route 30 overpass provides a sweeping view of Clinton, Iowa, as I&M Rail Link train No.263 rolls through town behind a pair of SD40s on October 24, 1998** (opposite page).*

U.S. 67 parallels the tracks to Sabula, though a few miles inland. At Sabula, there are a variety locations to check out. One of the better ones is the U.S. 52 overpass on the Third Sub just west of town. You can reach the wye at Sabula Junction by taking a gravel residential road (604th Street) located just west of the overpass. At the end this road you can park and walk to locations on either leg of the wye. The swing bridge across the Mississippi can be reached by taking U.S. 52 into town and then turning right onto Broad Street. Follow Broad through the underpass and then take a left up to the bridge. One can also walk down to the wye from this location to shoot Third Sub trains. Keep in mind that only the west end of the bridge is readily accessible. The east end can only be reached by walking on the causeway from Savanna, or using a boat. Another good location is from River Street in the afternoons, using a zoom to catch trains coming across the causeway.

The BNSF and IMRL in Savanna is reached by taking U.S. 52 east across the river into Savanna. While one may be tempted to shoot the BNSF Chicago-Twin Cities main from the eastern span of the Savanna-Sabula Bridge, it is not advisable: This narrow Great Depression-era bridge sees a lot of traffic, and there simply is no safe place to stand. Following U.S. 52/Illinois 84 south into Savanna, to reach the IMRL/BNSF diamond, take 52/84 through downtown and then turn into the Pamida parking lot where 52/84 head east. Though one wouldn't know it to look at it, the Pamida store and parking lot sits where the former Milwaukee Road roundhouse and turntable stood, once a part of the extensive facilities the Milwaukee had in Savanna before the 1980 retrenchment.

From here, one can follow the IMRL service road east to the IMRL depot and crew change point. From the depot, take Bowen east to Illinois 84, where a turn south will take you across the IMRL (good photo location both morning and afternoon) and over to the BNSF Savanna yard. Just before the 84 overpass, turn east onto Portland, which will take you trackside on the BNSF. Another option from here is to drive east about a quarter-mile and turn south onto Iris Street to reach the wooden overpass, only good in morning for eastbounds as a wire mars the westbound view. One of this location's benefits is that the eastbound signal governing the crossover to get C&I-bound trains from the south (eastbound) track to the north track can be seen from here. Green over red indicates an eastbound for Peavine and red over green means a train is lined for the C&I.

There are two other good locations on the BNSF reached off of Wacker Road, which heads east off of Illinois 84 about a third of a mile south of the overpass. The first is the newly [illegible] overpass about [illegible] mile east of Iris Street (which can also be reached by turning north off of Wacker). Eastbounds are good for most the day and westbounds are good in the afternoon. The second location is Plum River, where the Peavine heads for Galesburg and the C&I for Chicago. The junction can be reached by taking an access road located about hundred yards east of the Wacker Road overpass. Once at the junction, one can shoot at the crossovers or walk up to the bridge over the Plum River and work the angles there. If you go to Plum River in the summer time, watch out for snakes near the river, and bring plenty of bug repellent, or they will surely repel you.

To continue following the Peavine from Plum River, you will have backtrack to Illinois 84 and head south. The first decent location south of Savanna is reached by turning east onto Doty, which will take you to a spot about a half mile south of Plum River. Depending on the time of year, one can shoot trains in the morning with the backwaters of the Plum in the foreground.

The Peavine crosses Illinois 84 approximately a mile and half south of Savanna and parallels the highway on its west side. Here the line is straight, flat and fast. Near Four Mile Road, the tracks and highway veer several hundred yards from one another, coming back into proximity in Thomson. Cultor Food Science is the only industry on the Peavine in this area, located between milepost 91.1 and 91.5, known as the "sugar plant" to crews and dispatchers. Local No.11825 out of Barstow works this facility on a daily basis. Though this local has work limits to East Dubuque, Illinois, on some days the Cultor plant is as far north as it will work before returning to Barstow.

One good location in Thompson is at the ex-Chicago, Burlington & Quincy depot (now a museum) directly off of Main Street. From Thomson south, the tracks are approximately 150 yards west of Illinois 84, mostly obscured by trees. Behind these trees is the first passing siding south of Savanna, Ebner, at milepost 86.6. While the north end of the siding is difficult to access given the rustic roads in this area, the southern end is easily reached by turning west onto Lock

Road (just south the Illinois 84 overpass) then north onto Railroad Road, which parallels the siding on the west side.

If you look hard enough, you will also see remnants of the ex-Milwaukee Road Savanna-Quad Cities branch. At one time, the Milwaukee had two branches meeting at Ebner, the line from Savanna which paralleled the CB&Q on the west side, and a second from Ashdale Junction east of Mount Carroll, Illinois. The Savanna-Ebner segment was pulled up during the 1930s and the Milwaukee negotiated trackage rights from Savanna to its intact iron at Ebner, while the Ashdale Junction-Ebner segment was pulled up in the 1960s. The Ebner-Fulton segment is now a bike trail.

There are two good locations immediately south of Ebner. The first is the aforementioned Illinois 84 overpass, good from either direction, but best for eastbounds from mid-morning through the afternoon. The second is the bridge over Otter Creek, good mornings and afternoons, especially for eastbounds. The bridge can be easily reached by parking south of the overpass and walking the 100 yards or so to the bridge.

From this point, the tracks swing southeast while Illinois 84 heads south to Fulton. The easiest way to get to the overpass over the UP main is to take 84 south to Illinois 136 and head east to U.S. 30, then take U.S. 30 to the overpass. Just west of the overpass, turn north onto Acker Road and park to shoot the overpass. While it may be tempting to shoot UP trains from the BNSF bridge, it is a temptation best resisted. There are no signals or grade crossings in the vicinity, and the field of vision in either direction is limited to a few hundred yards — trains will sneak up on you, especially if there is a UP train rolling through.

The last good location on the Peavine in the rectangle is about half-mile north of the UP main at the newly reconstructed Acker Road overpass. Eastbound shots are all right from mid-morning to early afternoon due to the tunnel effect of the trees lining the tracks, while westbound shots are good in the afternoon.

Sometimes You Have to Dial 'Em Out

A scanner will give all the information you need about train movements within the rectangle. In fact, there is so much radio traffic at times, you may be forced to dial out one railroad to get the uninterrupted lowdown on the other — this is very often the case with the nearly constant Union Pacific transmissions. The UP dispatcher in Omaha uses AAR Channel 62 (161.040) to talk with train crews and the Mississippi River bridge. All UP trains will contact the dispatcher upon leaving Clinton after their crew change. Inbound trains will often get a call from the D.S. if they have to hold up at Illinois 84 in East Clinton, or at Hawkeye west of town. Two detectors will also give advance warning, the one at milepost 127 (actually almost at milepost 128) and the one at milepost nine at Low Moor, west of Clinton. Track One is the north main and Track Two the south.

The BNSF C&I Dispatcher in Fort Worth controls both the C&I and Peavine, though on two different radio channels, while the La Crosse Dispatcher controls the line up the river on AAR Channel 66 (161.100). The Peavine uses AAR Channel 87 (161.415) while the C&I uses Channel 70 (161.160). The tower in Savanna handles three dispatcher call-ins — Savanna South (Peavine), Savanna North (River) and Savanna East (C&I). There are also two detectors in the area, one on the river at milepost 148 and second east of Savanna on the C&I at milepost 132.3. You may also hear westbounds on the C&I get their track warrants for the river between mileposts 124 and 138.

As a rule, eastbounds on the Peavine are easier to detect as they will release their track warrants once they hit Savanna. Westbounds are a bit trickier. The closest BNSF detector south of the UP main is at Erie, milepost 64.7, a distance of almost 20 miles. There is also a newly installed detector at milepost 85.3, giving advance warning of eastbounds if one misses them releasing their warrants at Savanna. There is a tower at Barstow, though, that can be easily picked up in Clinton if the D.S. does talk. If there are no opposing eastbounds, the C&I dispatcher may not talk with a westbound train until it is close to Savanna and ready to copy a warrant for the trip up the river.

The IMRL Iowa Dispatcher in Missoula, Montana, uses AAR Channel 84 (161.370) west and north of Sabula and AAR Channel 65 (161.085) east of Sabula/Savanna. Eastbounds coming down the Third Sub will talk to the bridge tender/operator at Sabula for running instructions, as well as releasing their track warrants. Eastbounds coming from the Second Sub will also talk to the bridge for running instructions and to release their track warrants. Since the Sabula-Deer Creek segment is CTC, the Iowa Dispatcher will issue westbound warrants from Deer Creek west, or for eastbounds up to Deer Creek. There is also a detector at milepost 150 to give advance warning of trains approaching either Clinton or Sabula.

As for lodging and food, Clinton has nearly 30,000 people, so motels and restaurants are not a problem. Savanna, at 3800, also has motels and restaurants. One way or another, wherever you plant yourself in the rectangle, you will see trains. Lots of them.

Thanks to Will Rasmussen and Allan Hunt for their help with this article.

PASSENGER

article and photography
by Ernest H. Robl

North Carolina and Amtrak team up for innovative and expanding service

TRAINS IN THE PIEDMONT

IF THE VISIONARIES in the North Carolina Department of Transportation have their way, within less than a decade, you'll again be able to ride passenger trains across much of the state and be able to connect on conventional equipment to a new high-speed "Southeast Corridor" running from Washington to Florida. The vision appears hopelessly unrealistic, unless you consider that Governor James B. Hunt is among those driving the project — and how far the state has already come.

As with many government projects, progress often appears to move at a glacial pace. And the small staff of the NCDOT Rail Division appears to be trying to move a mountain with tools amounting to little more than teaspoons. Not only that, but before a single teaspoon can be applied, everything has to be studied and dozens of reports have to be published. But, while progress isn't always obvious, especially because the Rail Division's efforts are split among so many projects, if you look closely, you suddenly realize that the mountain isn't quite the same shape that it was a year or two ago. After all, is there another governor who has at his disposal a state-owned railroad business car?

Attempting to re-invent rail passenger transportation across the state is by no means the only project being addressed by the Rail Division. Staff is working on everything from grade crossing safety improvements to assuring rail access to industrial sites. But the passenger train effort is certainly the strongest and most visible thread that ties together a variety of projects ranging from station restorations to the possible re-opening of an abandoned rail line to begin creation of the new Southeast Corridor. The key areas where the state is involved in rail transportation include improving Amtrak service; acquiring rolling stock; corridor acquisition; high speed rail and crossing safety improvements.

The Foundation

Staff members of the Rail Division admit they have a love-hate relationship with Amtrak. But, Mark Sullivan, in charge of high-speed corridor planning in the division, says that, "If Amtrak went away tomorrow, someone would have to immediately re-invent it." For most of the state's plans to work, North Carolina's trains — even if locally financed and operating with state-owned equipment — have to be part of a national network that offers connectivity outside the state. Among other things, the state doesn't want to get into the business of having to make

WITH THE SKYLINE OF RALEIGH, NORTH CAROLINA, as a backdrop, Amtrak train No.79, the* Carolinian, *heads south behind P42 No.88 (opposite) on July 24, 1997. The train is already slowing down for its station stop in Raleigh, only a couple of blocks away. Operation of the New York-to-Charlotte train is supported in part by the state of North Carolina. One of North Carolina's newest locomotives, the* City of Asheville *F59PHI 1797, sits in Capital Yard in Raleigh the day after it was delivered, January 14, 1999 (below). GP40H-2 1792, the* City of Raleigh *shares the facility.

***THE LATE AUTUMN NORTH CAROLINA SCENERY** passes outside the windows of the dome car* **Mount Mitchell** *on the* **Piedmont** *on November 10, 1998. The* **Mount Mitchell** *is part of the consist on summer weekends. With an assist from North Carolina Governor Jim Hunt, Salisbury Mayor Margaret Kluttz, chair of the governor's rail task force, formally inaugurates service on the* **Piedmont** *on May 25, 1995, by breaking a bottle of champagne over the coupler of one of the state-owned coaches in Raleigh (below). Kluttz was slightly cut by flying glass, but still rode on the inaugural trip.*

reservations, sell tickets or manage train crews. Such a system is simply too expensive to maintain on its own just for trains within the state.

North Carolina already sees more than a dozen Amtrak trains per day, all operating seven days a week — a density rare outside the Northeast Corridor — though some traverse the state in the middle of the night or make only a limited number of stops, with the *Auto Train* having no passenger stops in the state. (See sidebar for details on the trains.) The entirely-within-North Carolina Raleigh-Charlotte-Raleigh *Piedmont* service, operated with state-owned rolling stock (including the dome car *Mount Mitchell* on summer weekends) is consistently ranked among Amtrak's best service.

For now, the state's immediate priority is to inaugurate service from Raleigh, the state capital, to Asheville, a tourism Mecca in the Blue Ridge Mountains of the western part of the state.

In early 1997, a study group selected a Raleigh-Greensboro-Salisbury-Asheville route as the preferred path for this service, though the decision left interests in Winston-Salem, the state's third-largest city (and currently without Amtrak service, other than a connector van to Greensboro) unhappy. Service to Asheville using the proposed routing would also provide additional local service in the Raleigh-Salisbury corridor. Amtrak reports that Asheville leads the list of cities currently without intercity service about which it gets inquiries.

The new service faces two major obstacles. First, the route is almost entirely over Norfolk Southern tracks, and so far, NS has shown little enthusiasm for hosting additional passenger trains. Between Salisbury and Asheville, the single-track line has only automatic block signals (ABS) and sidings equipped with spring switches. The second obstacle is Asheville would need a new passenger station and layover facility for trains. The state is willing to help upgrade the line in return for [illegible] upgrades would, of course, also help NS freight traffic.

After Asheville gets passenger service, the more sparsely populated eastern third of the state is likely to clamor for at least one connection to Raleigh and the north-south interstate trains.

Rolling stock

Meanwhile, the state is aggressively acquiring rolling stock. At the very end of 1998, the state received two new EMD F59PHI locomotives, similar to Amtrak units in West Coast service, but with their own North Carolina paint scheme devised by Rail Division graphic designer Ellen Holding. The units are christened *City of Salisbury* and *City of Asheville* in anticipation of new service to western North Carolina. (The Mayor of Salisbury, Margaret Kuttz, has also been head of the governor's rail task force and a tireless supporter of passenger service.)

Prior to the purchase of the F59s, North Carolina already owned two passenger engines (head-end power equipped GP40H-2s, named *City of Raleigh* and *City of Charlotte*), coaches and an assortment of other passenger cars, including a dome, a diner and a business car. (See the accompanying roster.)

A major shortcoming of the two GP40H-2s was their small head-end power (HEP) packages which were insufficient for powering long trains, particularly in providing air-conditioning during North Carolina's hot summers. Only one of these engines can provide HEP at a time, even when both engines are used to provide tractive effort. For the past several years, prior to the arrival of the F59s, the Rail Division leased an Amtrak F40 as a spare unit, based in Raleigh. In addition to seeing occasional service on the *Piedmont*, the spare unit was also called into action to replace power on other Amtrak trains in North Carolina

IMPROVEMENTS IN NORTH CAROLINA'S rail service includes improvements in the stations as well as rolling stock. Restoration work on the Wilson station was nearing completion on May 9, 1998 (left). To underscore its desire for passenger service, the city of Carey built a brand new depot at the junction of the Norfolk Southern and CSX lines (below left). The depot also houses a driver's license office, assuring that most area residents are aware of its existence.

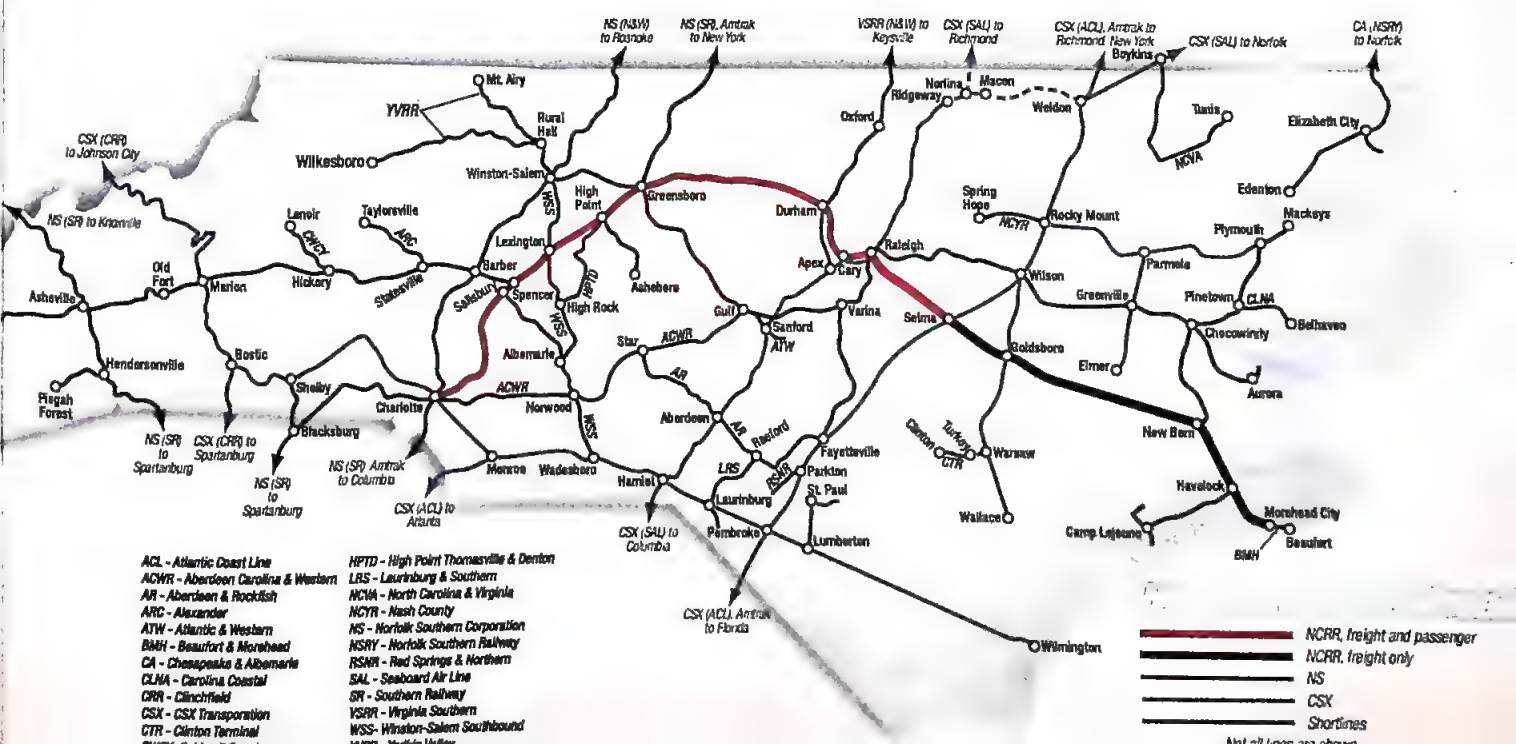
where an engine had been damaged in a grade crossing accident.

Most of the cars came as part of a package deal of ex-Chicago & North Western equipment being disposed of by Union Pacific. Though some of the equipment still requires extensive rebuilding, that fact hasn't diminished the state's appetite for acquiring more. In 1997, a North Carolina delegation headed west to sample Talgo train operations on the Cascadia corridor between Portland and Seattle. State rail officials see Talgo equipment as a candidate for trains from Raleigh to Asheville, with the train's tilt equipment providing increased speed and passenger comfort on the curves up into the Blue Ridge Mountains.

However, others (including some members of the Rail Division) think that new Talgo equipment would be better employed in reducing travel time for the existing Raleigh-Charlotte-Raleigh *Piedmont* service. The Raleigh-Charlotte corridor would be more attractive to business travelers with reduced travel time, while Raleigh-Asheville travel, aimed largely at tourists, would not be as time-critical, and tourists would probably not mind a few additional minutes time on conventional equipment that allowed them to enjoy the climb up the Blue Ridge Mountains.

Facilities

The state's rolling stock in stored and maintained at its own yard off Capital Boulevard in Raleigh, with the facility carved from the an adjoining CSX yard. (The facility is fenced with limited visibility of equipment from outside the fence; access is available only by prior arrangement.) Capital Yard is already out of space and will need to expand or relocate in the near future, though no firm decisions have been



***HEAVY RESTORATION WORK** was underway through most of 1998 and into 1999 at the Rocky Mount station, which once also hosted a Seaboard Coast Line division office. On May 9, 1998, CSX AC4400W 310 passes the old station and the temporary station/trailer (above). Once a landmark but now mostly empty, Greensboro's former Southern Railway station is slated to be transformed into a an intermodal passenger center that will be a hub for local bus services — as well as seeing a return of passenger trains (which currently make their stop at a freight yard on the western side of the city). Until the end of 1998, one wing of the old Greensboro station housed several large layouts of a model railroad club. That club has been offered new space in a nearby former freight house. The interior of the Greensboro station still proclaims its Southern heritage (below).*

made. The only inspection pit at the facility is in its single-track shop building. And, as this pit is needed for daily checks of the *Piedmont* consist, this limits the shop crew's ability to do any major long-term work on other equipment.

Though most members of the shop crew have hostler's licenses, switching within the yard is severely limited by lack of track space, making the assembly of a large train difficult. Such switching moves require calling an Amtrak crew because the switching has to take place in part on nearby CSX tracks. Overflow equipment is stored a few miles away at a fenced state DOT warehouse complex, used mostly by the Highway Division but with rail access, near the North Carolina State Fairgrounds.

Corridors

Look on any copy of the official North Carolina transportation map — yes, it's been called the state transportation, not highway, map for a number of years now — and you'll see rail segments marked "NCDOT." The state has begun acquiring rail corridors slated for abandonment, buying them (where possible) with the rail still in place, not waiting for the tracks to be ripped up. The state wants these lines as rail corridors, not as future trails or parks. Though some of these corridors are likely to see future light or commuter rail, others are being preserved with an eye toward industrial recruitment, keeping alive transportation options for industries that need rail access.

Few riders on the popular Great Smoky Mountains Railroad on the former Norfolk Southern Murphy branch are aware that they are traveling on rails preserved by the state. The state had acquired the line, slated for abandonment, and then leased it to the GSMR. A substantial portion of the line has since been bought by the GSMR. Though most visible as a tourist operation, the GSMR does provide freight service to on-line customers, who would have lost their rail service had the line been abandoned.

Two corridors, however, form the backbone of North Carolina's rail vision, one already owned by the state and the other one being one that the state wished it owned. They are the North Carolina Railroad and the mostly abandoned ex-Seaboard Coast Line route from Richmond to Raleigh. Both lines present opportunities and problems.

Few people who see freight trains lettered Norfolk Southern roll by on tracks between Raleigh, Greensboro and Charlotte realize that they are looking at the North Carolina Railroad. Norfolk Southern leases the tracks between Morehead City and Charlotte from the North Carolina Railroad, a corporation until recently owned 75 percent by the state and 25 percent by private investors. That split ownership led to not[illegible] ...ms. The state wanted the line — ...ularly the busy segment between Raleigh and Charlotte — as part of the backbone of its passenger train system, and was willing to make financial concessions to NS for cooperation in providing faster passenger train service. The private investors wanted to maximize their profits and weren't interested in special deals between the state and NS. Though the state easily holds a majority of ownership, NCRR corporate bylaws required consent from the minority stockholders for most actions and a quorum of minority stockholders at corporate meetings. In 1998, the state finally bought out the private shareholders and is now full owner of the railroad.

The NCRR lease to NS was up for renewal in 1996 and, for a time, it appeared the state had a deal with NS, though not one that all members of the NCDOT's Rail Division were happy with. But then the minority shareholders objected and took the state to court. In July 1996, a federal district judge invalidated the lease due to violations of the NCRR bylaws, saying that the minority shareholders were not adequately represented at the meeting at which the lease was approved.

The lease remained in limbo for three years, with Norfolk Southern continuing to run trains on the line, but refusing to make full lease payments to the state for lack of a valid contract. For a time, NS also cut back on maintenance. However, complaints by Amtrak and the state finally restored NS upkeep of the line.

The state, meanwhile, put on hold plans to finance most of the cost of installing centralized traffic control between Selma (the connection point with CSX and where several Amtrak trains turn west onto the NCRR) and Greensboro. This segment of the NCRR is currently operated by track

***A PROBLEMATIC CROSSING** in Morrisville, North Carolina (between Raleigh and Durham), received four-quadrant gates to try to eliminate motorists attempting to run around lowered gates. The northbound* **Carolinian** *heads east toward Raleigh through the crossing on May 1, 1997 (above). The European-built* **Flexliner**, *a set of articulated diesel multiple-unit cars, toured North Carolina under NCDOT sponsorship in 1998. Of all the foreign equipment hosted by the state, the* **Flexliner** *most closely fit a variety of passenger train needs in North Carolina, ranging from intercity to commuter rail. On January 29, 1998, the* **Flexliner** *travels a mostly-unused Norfolk Southern branch through rural areas to reach a display site in Winston-Salem (right). The Swedish-built X2000 also toured the state, drawing large crowds at display locations, indicating a strong interest in passenger trains. On May 30, 1993, the X2000 sits on display at the depot in Selma (below).*

***EXPANSION OF PASSENGER SERVICE** to other parts of North Carolina faces many obstacles. Norfolk Southern's line between Salisbury and Asheville is mostly single track and contains numerous tight curves, particularly in the final climb between Old Fort and Asheville. The line also has only automatic block signals and many of the sidings are equipped with spring switches (above). The proposed daily passenger service, along with increasing freight traffic, makes a strong argument for full CTC signaling, including power switches — much of which would be underwritten by the state. North of Moncure, North Carolina, a sign stands on the former Norfolk Southern (the original railroad, not the current system) right-of-way on August 23, 1997 (below). The state has been purchasing unused rail corridors — with the rail still intact, if possible — for future passenger traffic and industrial access. South of this location, an NRHS chapter currently operates several miles of track, with the end of its track just beyond the sign. Rails north of this location were taken up when the line was abandoned.*

warrant (with manual turnouts at sidings), which limits both passenger and freight train speeds.

With the state now owning the line outright and NS having resolved legal issues related to the split of Conrail, a preliminary and final agreement were finally reached by August 1999. The new contract has an entirely different form from the previous one. Instead of NS leasing the entire railroad and being able to operate it at its discretion, the new agreement has the state retaining control over the railroad and simply granting NS trackage rights — a step that clears the way for additional passenger trains. NS agreed to make up the underpayments in past years, with the state immediately pledging to apply the money to upgrading the line.

But, the one route that the state covets most, the one-time Seaboard line from Richmond to Raleigh, currently lies mostly unused. The line is abandoned north of Norlina, North Carolina, and has been severely downgraded between Raleigh and Norlina.

CSX still owns the right of way north of Norlina — essentially intact, except for lack of rail and ties — and currently doesn't want to sell. The state has offered CSX a variety of inducements, including a plan under which North Carolina would rebuild the line — to high-speed passenger line standards — but would allow CSX to run fast intermodal trains on the line. CSX, however, has been pre-occupied with first trying to merge with Conrail and then trying to carve up Conrail with Norfolk Southern. While CSX may have regretted its decision to rip up tracks on the line, especially during problems such as derailments or storm damage on its more easterly north-south main through Rocky Mount, the company has so far given no indications of wanting to re-activate the line itself.

In the two corridors critical to the state's passenger train plans, win-win agreements among the parties appear to be obvious solutions. But, that would also appear to be the obvious solution among the warring parties in the Middle East. And they haven't quite managed to make the bridge between the obvious and reality.

High Speed Rail

All of which brings us to high-speed rail. Everyone from the governor on down understands that if trains are really going to provide an alternative to driving and get people off of clogged highways, trains have to be fast and convenient. (Of course, they also have to connect with local transportation systems, but that's another story.) North Carolina is addressing speed on two fronts — speeding up trains on the core Raleigh-Charlotte corridor and developing the proposed Southeast Corridor in conjunction with Amtrak and other southeastern states.

The latter effort gained momentum in 1998 with both Federal interests and other states, including Georgia, now showing more interest. However, North Carolina is currently far ahead of its neighboring states in focusing attention on passenger trains.

Grade Crossing Improvements

Meanwhile, the state is quietly pushing ahead with grade crossing improvements which would later facilitate faster passenger trains. Installation of four-quadrant gates which prevent motorists from running around a lowered gate have drawn national attention, including a cover story in the trade publication *Railway Age*. Along the NCRR corridor, a number of urban and rural grade crossings have been closed, with remaining crossings re-equipped with speed-sensitive crossing circuits. Some crossings have been equipped with video systems which record violators who go around lowered gates. These efforts have drawn little notice outside the railroad business and the communities immediately affected by crossing closings.

The Big Picture

For all the pieces of the puzzle to click into place, many players have to do their part. But, both the interest and the money appear to be there. In late August 1997, when Governor Hunt was asked on a public television call-in program about highlights the just adopted state budget (delayed more than a month past its original deadline by partisan bickering), Hunt chose to focus on environmental issues — and transportation. Hunt noted that for the first time the state budget included money for regional mass transit. The latter, separate from funding of the Rail Division's activities, will advance plans for regional rail in the Raleigh-Durham-Chapel Hill (Research Triangle) area.

Though the Triangle Transit Authority project is separate from state funded passenger train operations, there are many synergies with state passenger train plans, particularly as both would operate over the NCRR corridor (though on separate tracks)

CURRENT NORTH CAROLINA INTERCITY PASSENGER TRAIN SERVICE
All train numbers are Amtrak train numbers

73-74, The *Piedmont*
"North Carolina's Train," Raleigh-Charlotte: Operates entirely within North Carolina and with state-owned locomotives and coaches. Enables same-day round trip to points in the southern part of the state from Raleigh, Durham or Greensboro. Ridership has been slow to build, but the train has consistently been rated at or near the top in service quality among all Amtrak trains (a non-Amtrak vendor provides food service). Provides connections to and from New York-Florida *Silver Star* service at Raleigh. Discussions have been ongoing about extending the train into South Carolina, though that would require additional equipment.

79-80, The *Carolinian*
New York-Charlotte via Rocky Mount, Selma, Raleigh and Greensboro: Enables same-day round trip to destinations in the northern part of the state from Charlotte and vicinity. Carries a custom class car. Has connections to and from *Silver Palm* Florida service at Rocky Mount. Is typically sold out during the run of the state fair in Raleigh as the train permits a day trip to the fair from points to the west and south.

89-90, The *Silver Palm*
New York-Florida via Rocky Mount and Fayetteville: Has connections to and from the *Carolinian* for service to and from the central part of North Carolina at Rocky Mount.

91-92, The *Silver Star*
New York-Florida via Raleigh and Hamlet: Provides service to Columbia, South Carolina. Has connections at Raleigh to and from the *Piedmont* for service to the central and western part of the state.

97-98, The *Silver Meteor*
New York-Florida via Rocky Mount and Fayetteville: Makes its North Carolina stops in both directions in the middle of the night and therefore is not particularly convenient for the state's travellers.

19-20, The *Crescent*
New York-New Orleans via Greensboro and Charlotte: Makes its North Carolina stops in both directions in the middle of the night and therefore is not particularly convenient for the state's travellers.

The *Auto Train* passes through North Carolina but, of course, does not make any stops in the state.

and use some of the same station facilities. The TTA operation would also serve as a feeder service to longer-distance trains. Depending on specific equipment choices, cost-savings could be achieved with joint NCDOT-TTA maintenance facilities for diesel rail cars and similar cooperative ventures.

Several other signs point to green lights for the state's long-term plans. Several long-delayed station-renovation projects finally got underway in 1997, with the station in Wilson having a festive re-opening after the completion of renovation in 1998. The city of Cary, one of the fastest growing urban areas of the state and home to many of the state's high-tech companies, built a brand new passenger station at the junction of the NCRR line between Raleigh and Greensboro and the CSX line from Raleigh to Hamlet (which may become part of the projected high speed corridor). The station, already served by both the *Carolinian* and *Piedmont* trains, also houses the local driver's license office — so anyone applying for a license or renewing one cannot help but be aware of rail travel options.

Even the state's prisoners have been enlisted in the effort to promote the state's passenger train service. Female honor prisoners have long been working as operators answering the state's primary tourism information lines (800/VISIT-NC). In late 1998, the state added another toll-free number, available nationally, 800/BY-TRAIN, which provides information on North Carolina passenger train service. The new number is being promoted by large signs along major highways. These same highways have also long had prominent signs pointing to nearby Amtrak stations.

Prior to acquisition of the F59 engines, one of the Rail Division's newest rolling stock acquisitions was a fully-operable caboose, used primarily for promotional events. For the 1998 state fair, the caboose was moved on a DOT flatbed truck to the state fairgrounds and set up on a piece of panel track. Some 56,000 fairgoers stopped in at caboose for a combination of passenger train and rail safety information. Some 5600 fairgoers used the *Carolinian* passenger train, which made special stops at the fair, to get there and back. During the run of the fair, the *Carolinian* was completely sold out heading into Raleigh.

Will Governor Jim Hunt get to host industrial site-hunters in the state's office car before his term expires? Will you soon be able to ride a state-owned Talgo train up the scenic line to Asheville?

At this point, don't bet against either coming true.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RAILROAD EQUIPMENT

Equipment	*NC No.*	*Name*	*Heritage*	*Paint*	*Notes*
F59PHI	1755	*City of Salisbury*	New from EMD	NC	1
GP40H-2	1768	*City of Charlotte*	B&O 4008	NC	1
GP40H-2	1792	*City of Raleigh*	L&N 3006	NC	1
F59PHI	1797	*City of Asheville*	New from EMD	NC	1
Business	400000	*Gov. John Motley Morehead*	CNW 403 *Minnesota;* CNW 401; CGW 100; GN *Thompson*	CNW	2
Coach	400001	*Cardinal*	CNW 5347; NJT 5347; KCS 277	NC	3
Coach	400002	*Dogwood*	CNW 425; CNW 5344; NJT 5344; KCS 274	NC	3
Coach	400003	*Honey Bee*	CNW 5340; NJT 5340; KCS 270	NC	3
Coach	400004	*Long Leaf Pine*	CNW 5348; NJT 5348; KCS 278	NC	3
Coach	400005	*Scotch Bonnet*	CNW 4349; NJT 5349; KCS 279	NC	3
Coach	400010	*Emerald*	AMTK 4602; UP 5530	AMTK	3,4
Coach	400011	*Box Turtle*	AMTK 4612; UP 5538	AMTK	3,4
Coach	400012	*Gray Squirrel*	AMTK 4620; UP 5531	AMTK	3,4
Baggage	400101	*Nanthahala Forest*	USA kitchen car (50 ft.)	primer	2,6
Baggage	400102	*Pisgah Forest*	USA kitchen car (50 ft.)	primer	2,6
Lounge	400201	*Pamlico Sound*	AMTK 3102; USA 89507	NC	5
Lounge	400202	*Albemarle Sound*	AMTK 3104; USA 89539	NC	5
Lounge	400203	*Core Sound*	PV *Kanawha;* USA 89546		2,5
Diner/ Conference	400210	*Cape Fear*	CNW 450 *Cedar River;* CBQ 1154	CNW	2
Super Dome	400301	*Mount Mitchell*	CNW 421 *Powder River;* VIA 2701; CN 2701; MILW 53	NC	7
Sleeper	400401	*Lake Mattamuskeet*	CNW 411 *Lake Geneva;* CNW 5346; NJT 5346; KCS 276	CNW	2
Sleeper	400402	*Lake Waccamaw*	CNW 414 *Lake Mendota;* CNW 5343; NJT 5343; KCS 273	CNW	2
Caboose	400500		IC 199483	NC	8
Power Car	400600	*Fontana Dam*	CNW 490 *Oak Creek;* CNW F3B 304; CGW F3B 102D	CNW	2

Notes:
1. Numbers for the locomotives correspond with the incorporation dates of the cities for which they are named.
2. Scheduled for rebuild (and repaint to NC scheme) in late 1999 and/or early 2000.
3. All coaches are named for official state symbols, such as the state bird, state flower, etc.
4. Scheduled for rebuild (and repaint into NC scheme) in 1999.
5. Food service cars are named for bodies of water within the state.
6. Baggage cars are named for major forests within the state.
7. The dome car has been used for summer and fall weekend trains in Piedmont service and special trains.
8. The fully operable caboose is used primarily for safety and promotional displays.

The paint column indicates the status at the beginning of 1999; cars shown as being in NC paint have been extensively refurbished, those in other paint schemes are awaiting refurbishing and are not yet in use.

THE LIGHTS OF THE VALLEY

Nightfall doesn't slow the pace of CSX operations in Grafton, West Virginia

article and photogaphy by Jay Potter

On January 2, 1999, Grafton's shop tracks are occupied by ten of CSX's 25 SD70MAC's and all of its ten SD60s** (above). **The Monongah Division was headquartered in Grafton's passenger station, which is attached to the Willard Hotel** (right). **They were built in 1911 and 1912, respectively. On December 17, 1997, CSX transferred both buildings to a non-profit organization for eventual restoration.

THE 24-HOUR-A-DAY economy that has developed in many parts of our country during recent years has not yet reached Grafton, West Virginia. Not much goes on there late at night. The city does have three all-night convenience stores, and people are on duty throughout the night at the police and fire departments on Main Street and at Grafton City Hospital, which overlooks the city from atop the ridge north of the downtown area. Otherwise, about the only things in Grafton that do not shut down overnight are the railroad and the Crislip Motor Lodge.

In Grafton, "the railroad" was once the Baltimore & Ohio and is now CSX Transportation, specifically its Cumberland Coal Business Unit, one of CSX's 15 operating territories. The CCBU operates over approximately 839 miles of main track, which includes its MGA Mine District, the former Monongahela Railway territory that became a Shared Asset Area under the terms of the June 1, 1999, Conrail

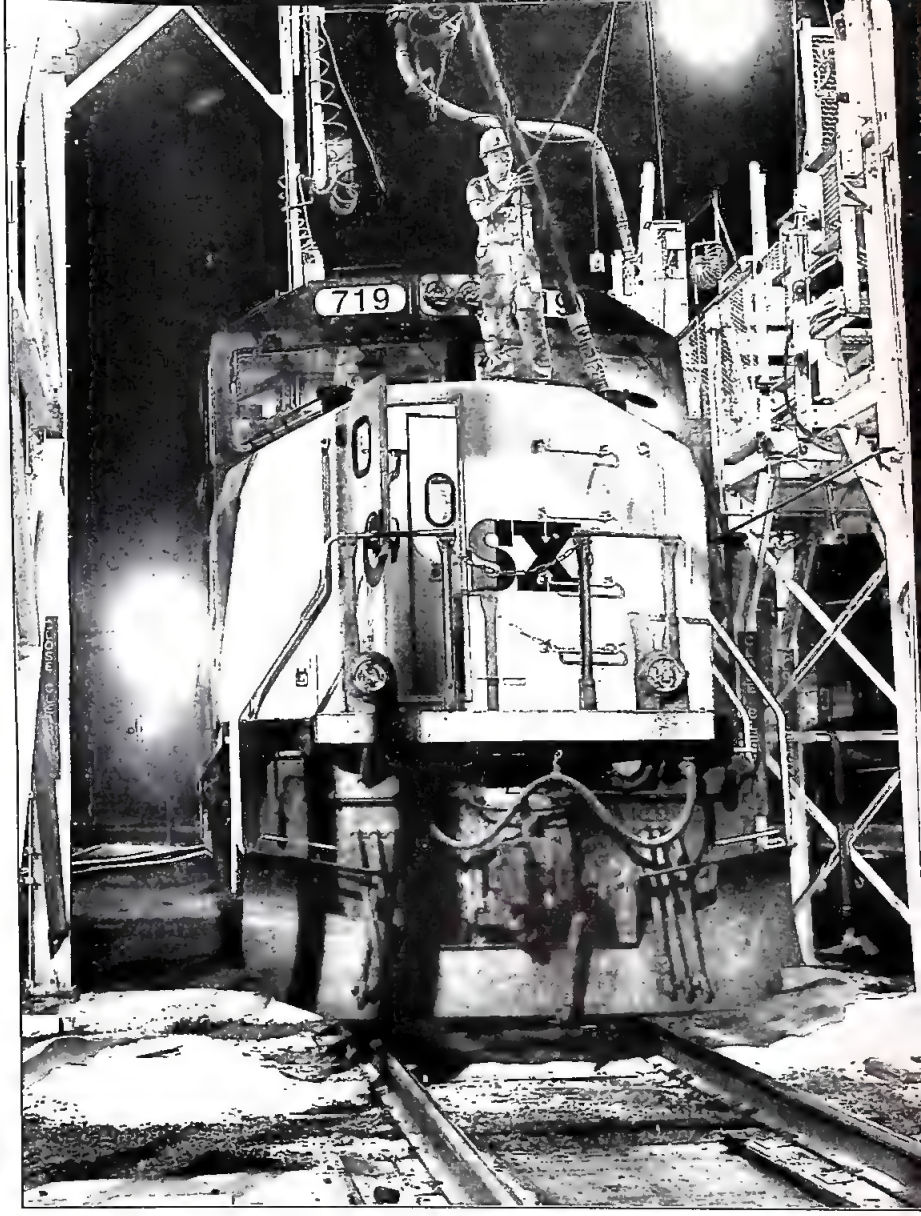
sp[illegible]. During 1998, the CCBU processed over 28[illegible]00 cars and operated an average of 31 road trains and five yard jobs per day. During the second half of 1999, an additional ten road trains per day are expected to result from MGA Mine District operations.

The CCBU employs over 500 people, who have the collective job of moving coal out of north-central West Virginia and southwest Pennsylvania enroute to utilities in the eastern part of the country or to Baltimore for export. This process continues 24 hours a day, seven days a week.

One can gain a sense of the significance of CSX's nighttime operations in Grafton by visiting the "Kitchen," which is a small restaurant that The Crislip operates at the rear of its lobby. It is open only at night — from 10:00 p.m. to 6:00 a.m. — and posted notices inform patrons that "CSX employees get priority for service since Kitchen is designed for them."

Grafton is located in an east-west valley, at the confluence of the Tygart Valley River and Three Fork Creek. The main track of CCBU's Mountain Subdivision comes westward off the Allegheny Mountains east of Grafton, and then follows the north bank of Three Fork Creek until it reaches Grafton and splits into two lines near the point at which the creek flows into the river. One line, the Fairmont Subdivision, tends geographically north, along the north bank of the river toward the MGA Mine District. The other line, the Bridgeport Subdivision, tends geographically south across the river and then expands from two to three tracks, one of which diverges at Berkely Run Junction, a mile beyond the river, as the Cowen Subdivision.

During 1998, CSX moved 20.9 million tons of traffic into Grafton, and dispatched 18.8 million tons from Grafton. The largest inbound component (12.0 million tons) arrived via the Cowen Subdivision; the largest outbound component (11.3 million tons) departed



On August 8, 1998, lead laborer Joe McKinney sands SD70MAC No.719 on the Jeep Track *(above)*. ***The six-man Mechanical Department at Grafton services locomotives at a rate in excess of 4000 units per year. At 3:15 a.m. on April 26, 1998, after being set off by westbound manifest Q317, SD70MAC No.707 occupies X Track east of D Tower while awaiting its next assignment*** *(left)*.

via the Mountain Subdivision. Most MGA Mine District tonnage is routed via Nowell, Pennsylvania; however, some does move through Grafton.

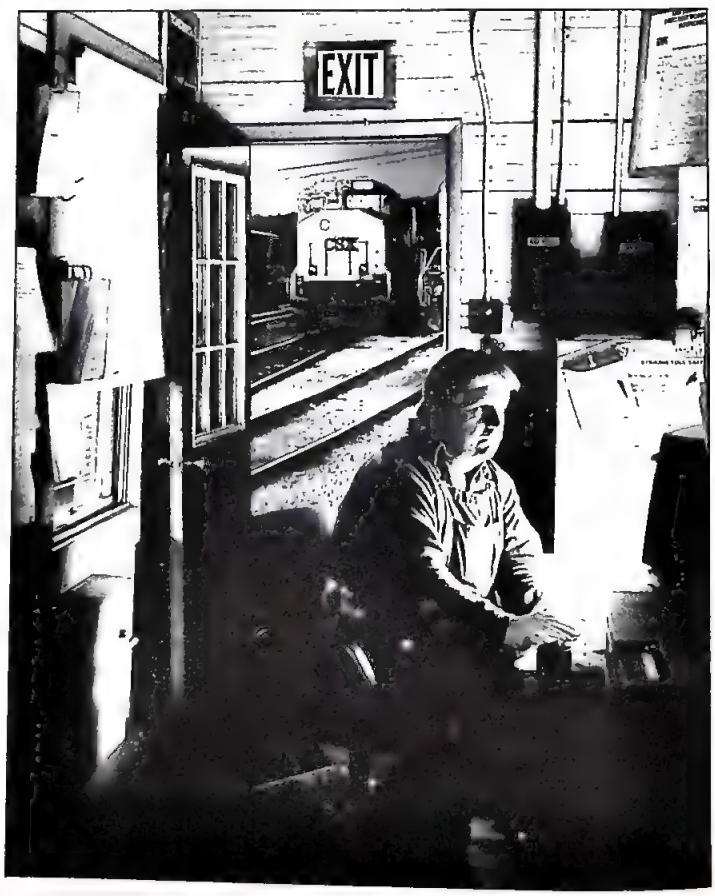
In the downtown section of Grafton, the railroad has an official elevation of 999 feet. The north side of the valley reaches an elevation of almost 1500 feet, and the south side is slightly higher.

At any time from dusk to dawn, on any night of the year, one can look down from the ridges and see the glow of lights extending for two miles along the floor of the valley north of the creek. That illumination marks the railroad.

The brightest portion of the glow, immediately south of the city's downtown business district, is from the engine terminal, officially CSX's Grafton Service Center. One of 21 service centers on CSX prior to the Conrail split, it is the railroad's last active engine terminal in West Virginia.

Traditions die hard among West Virginians in general and its railroaders in particular. Even though Grafton's roundhouse was demolished during December 1992 and January 1993, the CSX service center is still referred to locally as "the shop." Any inbound power which requires servicing or a 23-day inspection is — in Grafton-area verbiage — "laid up at the shop." Otherwise, power is "maintracked," which means that it is left to be recrewed outside the derails which provide blue-flag protection for the shop/tracks.

With regard to motive power, Grafton is currently



With the Bridgeport Division's main tracks in the foreground, a two-unit AC4400CW set makes up a train on the Number One main track of the Fairmont Sub at 5:00 a.m. on July 5, 1997 *(above).* ***Grafton's steam-era, wood-frame Mechanical Department office building was demolished on May 4, 1999, but it was still in use on November 27, 1998, when lead machinist John Wolfe entered locomotive inspection data into the computer as SD70MAC No.718 idled on the Straight Track*** *(right).*

The GM power that congregates at Grafton includes some of the oldest and newest units. Road slug 2210 was built in 1962 as C&O GP30 No.3010, while SD70MAC No.718 is of 1997 vintage *(left).* ***On a rainy March 21, 1998 morning, SD60 No.8703 prepares to depart for Cowan*** *(middle left).* ***With D Tower in the background, a pair of Conrail Dash8-40CW's await assignment in April 1998*** *(middle right).* ***Grafton's new inspection pit is under construction on the Drag Track on November 21, 1997*** *(below).*

best known as the primary operating point for CSX's newest General Motors diesels, ten SD60s (units 8700-8709) built in October and November 1989 and 25 SD70MACs (units 700-724) built between July and September 1997. These are the only new locomotives CSX has purchased from General Motors since it began acquiring new — as opposed to rebuilt — power in May 1989. During the nine-and-a-half years from then through the end of 1998, CSX purchased 836 new units from General Electric while purchasing only these 35 from General Motors. Grafton is consequently one of the few terminals on CSX at which GE power is always in the minority. In fact, it has been quite common for there to be no GE power whatsoever in the Grafton area. CSX's 15 former Conrail SD70MAC's

began arriving at Grafton for servicing on June 7, 1999, less than a week after the Conrail split; and this is a good indication that GM power will continue to predominate in the area.

When observing operations in Grafton, one cannot predict, from day to day, what portion of the inbound power will be laid up in the shop and what portion will be maintracked; however the shop is a busy place. The six-man Mechanical Department services power at a rate in excess of 4000 units per year and has pumped as much as 44,000 gallons of diesel fuel in a single day.

Grafton is — and always has been — a railroad town. Both the city and CSX realize this; and each is proud of the relationship it has with the other. While railroads in many other locations conduct their business as inconspicuously as possible, it is obvious who moves the traffic through Grafton. The east and west sides of the service area's 222,000-gallon diesel fuel storage tank are each painted with a "CSX" large enough to be read from a distance; and after the SD70MAC's began operating through the city, CSX placed a full-page advertisement in the area newspaper stating that it was "proud to have 25 EMD SD70 AC locomotives assigned to Grafton, WV, the heart of the Cumberland Coal Business Unit."

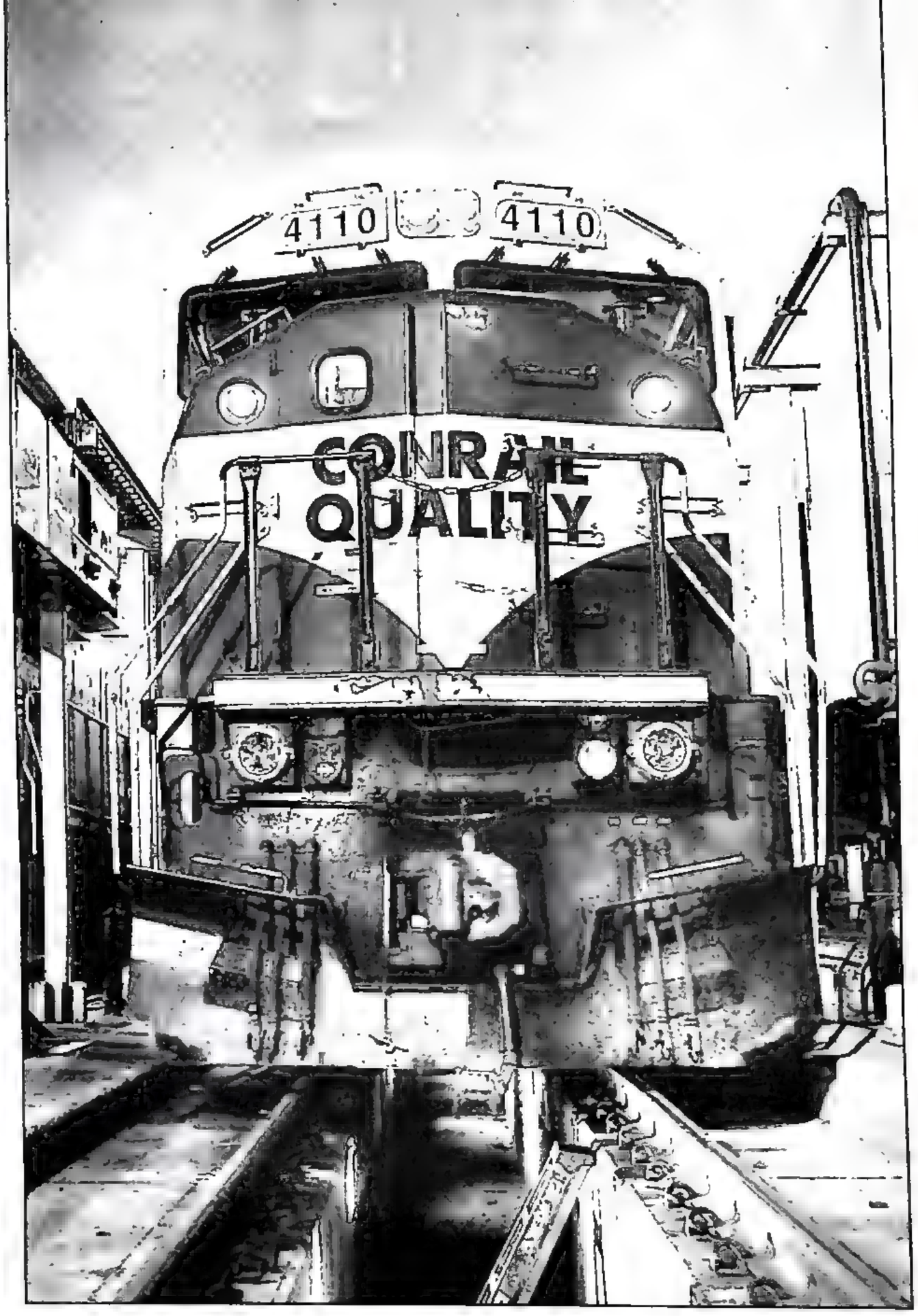
As interesting as the railroad in Grafton can be during the day, there is something particularly special about it after dark. Perhaps this is because of the contrast between the continuing activity on the railroad itself and the relative inactivity elsewhere in the area. The comparison can serve as a reminder that the railroad actually predated the

The immediate predecessors of today's Grafton-area SD60s and 70MAC's were Chessie System SD50s, which began Grafton service in 1984. At 5:30 a.m. on November 25, 1993, a trio of them make up the M&K Helper set (above). Grafton's passenger station and office building were formally opened on August 22, 1911, and 87 years of railroad occupancy ended on December 15, 1998, when CSX relocated its offices to a newly constructed building on the opposite side of the tracks. The station was photographed that day, one hour and 15 minutes before the move began at 8:00 a.m. (right).

itself. B&O earned the "O" in its abbreviation on December 24, 1852, when it reached Wheeling, on the Ohio River. This was 11 months after its January 11, 1852, arrival at the location which in 1856 would be named Grafton, in recognition of John Grafton, a civil engineer who participated in planning the Cumberland-Grafton-Wheeling line.

It took John Grafton and his railroad from 1849 through 1852 to build its line across the 201 miles from Cumberland to Wheeling. East of what is now Grafton, in the mountains, the line was constructed across terrain which is generally considered to be the most difficult on any railroad main line east of the Rocky Mountains.

B&O did not lay its trackage across what is now West Virginia by working nine-to-five a century and a half ago, and the CCBU does not move West Virginia and Pennsylvania coal on a nine-to-five basis today. That is obvious from the lights in the valley.



On June 12, 1999, ex-Conrail SD80MAC No.4110 receives an inspection on the Drag Track *(above)*. ***SD60 No.8702 rides the 115-foot turntable east of the service area on October 9, 1997*** *(above left)*. ***An era is coming to an end at 11:28 p.m. on April 1, 1999, as Joe Layman (seated), the third-trick operator at D Tower, relieves second-trick operator Jim Browning (standing) during the tower's final night in operation*** *(left)*. ***At 7:00 a.m. the next morning, Joe closed the tower after 88 years of continuous operation.***

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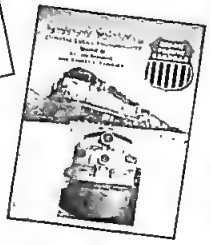

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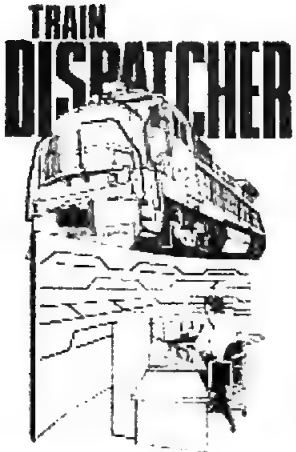
"Old Reliable" Gets Its Due

NEW HAVEN, KENTUCKY, some 50 miles south of Louisville, may be the only place in America where you can still spend the night in a "railroad hotel," get up the next morning, and catch a train out of town. Going there recently expecting one authentic rail history experience, a ride on the *Flamingo* dinner train replicating dining car service on the Louisville & Nashville (see ON THE MENU, April 1999), I got two.

Arriving Friday evening, I was a guest of the Errol P. Johnson family, owners of The Sherwood Inn. The Inn sits at the intersection of South Main Street and the former L&N Lebanon Branch, adjacent to the Kentucky Railroad Museum. Advertised in 1875 as offering "First Class Table and Good Accommodation," the Inn, once across the tracks from the L&N New Haven Depot, served those whose lives centered around the passenger trains that roared into and out of this prototypical small (population 796) American town. When the building burnt to the ground in 1913, the Johnson family, owners of the Inn since 1875, rebuilt it on the same site.

Today, a fourth generation of Johnsons has restored the Inn, converting part of it into a Bed & Breakfast. "We began work in early 1990," says either Dennis or Mary Annie Johnson, among Errol P.'s four sons and two daughters, as we and other family members talk over breakfast Saturday (Errol P.'s wife Cecilia put up some grits on request). Sitting in the main dining room, their careful handiwork apparent everywhere, the place exudes a bygone era's quaint commercial charm only heightened by the proximity of trains, as activity preparing the nearby KRM excursion trains for their day's work is clearly underway.

A tour led alternately by Dennis, Mary Annie and Errol P. reveals the Inn's interesting history. There are, of course, the bedrooms, five in all, down from the original ten, what with several now devoted to other uses. The only hints of modern times are air conditioners in the windows and bathrooms snuggled into three of the rooms (for the other two, there is the common bathroom of old). Mary Annie points out that there are no closets in the rooms, then shows me several small doors high overhead on the walls, where the family once stored personals (taxes were based on the number of closets a building had, so no one in their right mind had closets). Dennis gives me a tour of the stand-up bar and explains the convoluted Kentucky



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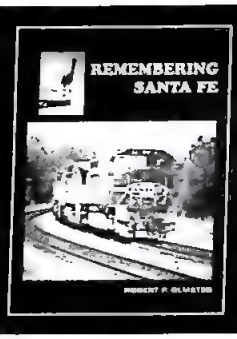

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drinking laws [illegible] selling mixed drinks [illegible] but allow them to do so in the [illegible] Prohibition Era prescription for a bottle of whiskey is on display, the patient being one of the Johnsons. Errol P. guides me among the fascinating historic photographs on display throughout, and shows me the rooms that once — before the restoration — housed his family.

The Inn is where I first met Jon Owen Friday evening. He was sitting at a table in the former Sample Room, where salesmen of yore coming in off a train would set up their wares for townspeople to visit, inspect and purchase, busily engaged in preserving a piece of railroad history — pushing dozens of L&N buttons onto starched white waiter's jackets, and attaching two bright L&N logo pins to each collar before replacing them on hangers under protective plastic sheets. Jon greeted me with enthusiasm, and began to tell me the story of the *Flamingo.*

The *Flamingo,* Nos.17 and 18, was an L&N passenger train connecting Cincinnati, via Central of Georgia, Atlantic Coast Line and Florida East Coast, with Atlanta, Jacksonville and Miami. Each evening a section, train No.21, left Louisville to travel down the Lebanon Branch — through New Haven — to Corbin, Kentucky, where it coupled up with No.17 (No.24 made the return). Among the amenities offered by the *Flamingo,* according to company literature, was "unexcelled dining car service." Owen picks up the story from there:

"We were planning a Christmas party for various rail groups here, members of NRHS, the Kentucky-Indiana Rail Advocates and KRM. It occurred to me to suggest that we serve the L&N's famous Old Kentucky Ham with

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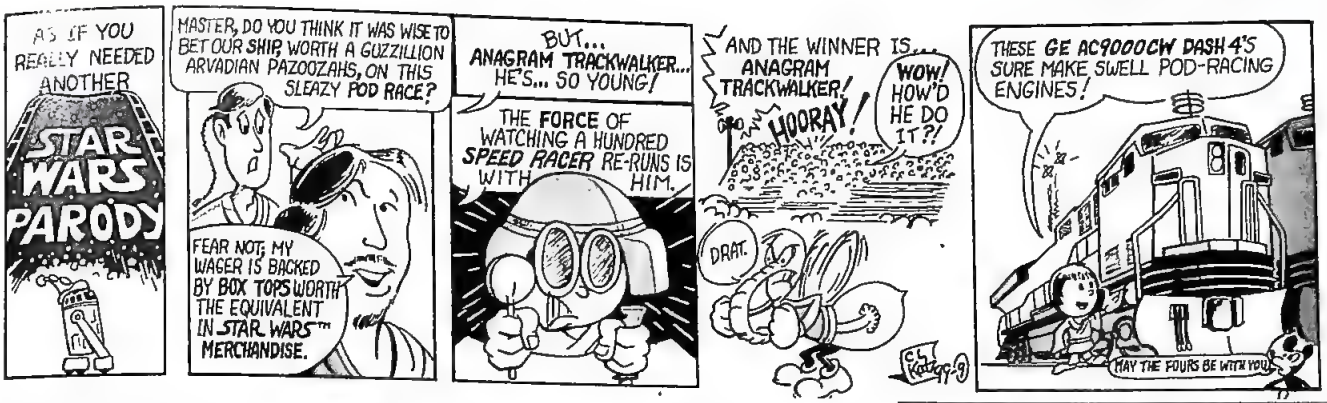
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Red-Eye Gravy. Somewhere along the line I'd learned the secret to its preparation (he keeps that secret). Feedback on the meal was so positive that when we were planning another special train in the spring, we decided to do it again. Meanwhile, with the help of retired L&N Chef Sam Travis and former L&N publicist Charles Castner, we began assembling other L&N recipes. Our May 1998 train offering L&N specialties was another success, so we repeated the idea on runs in June and July for the L&N Credit Union and L&N/CSX employees. Then we experienced one of those setbacks that have a positive impact. We under-publicized a train set to run in November and had only 15 people in our 48-seat diner. With all the food already on board, we decided to go through the coaches (the dinner train, a three car consist — coach, dining car and business car *Kentucky* — runs on a regularly scheduled excursion train that departs New Haven for Boston at 1:00 p.m.) inviting people to 'dinner in the diner.' When we sold out of everything, we realized we had a winning idea."

Media coverage, especially a piece that ran in the Louisville *Courier-Journal* in December, began to have its impact. That year's holiday run not only sold out, but an added "extra" run did as well. "We offered two trains in January," says Owen, "then three in February. We have offered service every month since."

The appeal of this train has several origins. It is, of course, set in the heart of L&N country, that railroad being sewn into the fabric of

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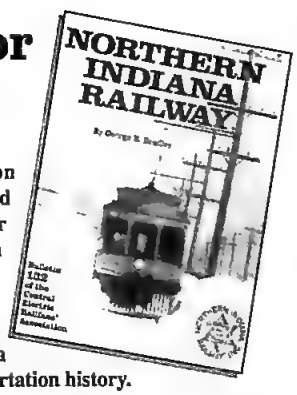

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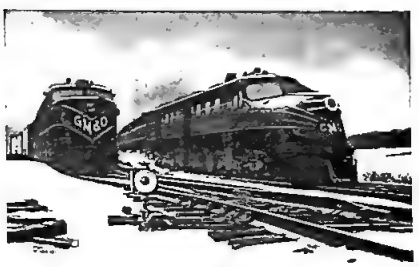

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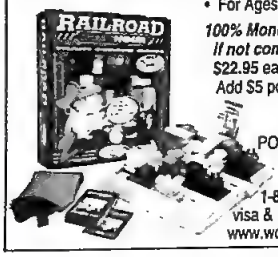

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the L&N logo or are inspired by its predecessors. Our menus are reproductions of L&N originals." Plans for the future include offering meals from the dining cars of other railroads that worked in Kentucky. "But we'll never depart from our primary focus," says Owen. "The Louisville & Nashville."

On this trip I availed myself of First Class Service, an opportunity to dine in the restored L&N business car *Kentucky*. I was escorted to my seat by hostess Mary Henry, who at one time worked in that capacity for the Gulf, Mobile & Ohio. My meal included a smooth gumbo to start, followed by stuffed celery and cheese fingers, a tossed salad, Ham with red-eye gravy, mashed potatoes and country green beans, hot biscuits and cornbread muffins and Blackberry Cobbler, all done up L&N-style.

The intimacy of the business car, seating eight, enabled quiet conversation with others involved in the success of this undertaking. These included the *Flamingo's* lively conductor, Frank Bryan, also of the KRM board and co-director of onboard personnel; John Caperton, president of the Louisville, Harrods Creek & Westport Railway Foundation, of which KIRA is a part; John Campbell, KRM Executive Director, and Charlie Castner. Also onboard, for the first time, was C. J. ("Cliff") Haury, retired superintendent of dining cars and creator of the Railroad's ham with red-eye gravy.

Plans for the coming year are being finalized at this writing. For now, look to the internet for up-to-date information on both The Sherwood Inn (*www.thesherwoodinn.net*) and the *Flamingo* (*www.rrhistorical.com*). Or call the Inn at 502/549-3386, or the *Flamingo* in care of KRM at 800/272-0152. You will have an historically good time.

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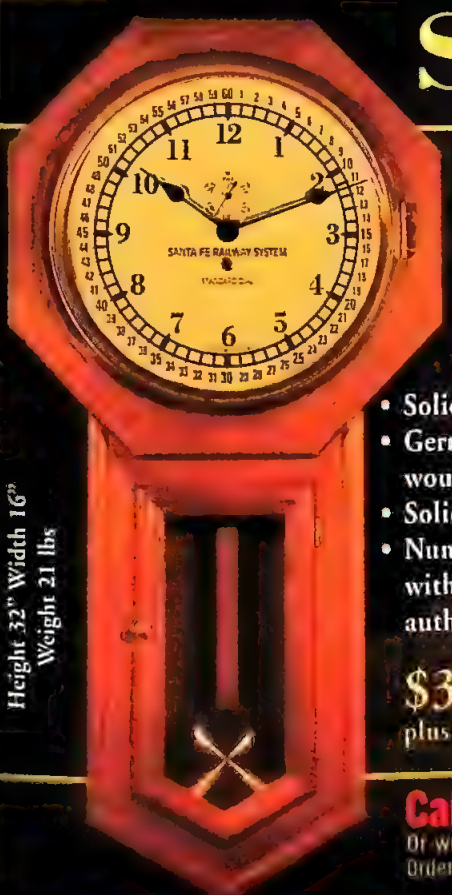

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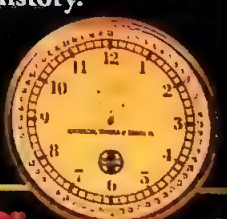

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Durango & Silverton

Railfest

THE FIRST RAILFEST on the Durango & Silverton Narrow Gauge Railroad was held August 25 to September 1, 1999, in the Colorado mountains. During this time, in addition to the three regularly scheduled trains to Silverton, there were 22 trips by "Galloping Goose" Rio Grande Southern No.5 and five trips by Eureka & Palisade No.4, Gary Markoff's beautifully restored 4-4-0 *Eureka*.

The Galloping Goose was trucked from its home in Dolores by the Galloping Goose Historical Society of Dolores, Inc., and was operated by society president and CMO Wayne Brown III. My wife, Sylvia, and I were able to get tickets on the August 26th trip from Silverton to Elk Park and return. This particular trip laid over at Elk Park while the three regular trains passed on their northward trip to Silverton,

***THE FIRST RAILFEST** on the Durango & Silverton Narrow Gauge featured Galloping Goose No.5 and Eureka & Palisade 4-4-0 No.4 in addition to the railroad's own equipment. On August 28, 1999, the Eureka was running northbound above Shalona Lake south of Rockwood, Colorado (top). The following day the 4-4-0 posed on the "high line" north of Rockwood, 300 feet above the Animas River (above). The second regular northbound D&SNG train of August 26th passed Rio Grande Southern No.5 at Elk Park (left). Wayne Brown III, president and CMO of the Galloping Goose Historical Society of Dolores was putting his "chief mechanical officer" title to use as he worked on No.5 at Cascade on August 28 (opposite bottom). That same day, the Goose was galloping (or waddling) through the Animas River Canyon (opposite right).*

g[illegible] the p[illegible]aphers on board n[illegible]ous phot[illegible]ossibilities with the th[illegible]eets.

On Friday evening a reception was held in the roundhouse/museum. During the festivities, prior to the arrival of the first regular train from Silverton, the crowd started to buzz about a mud-slide south of Elk Park that had come down after the first train passed, trapping the two remaining trains in Silverton. This meant that the D&SNG had to bus approximately 600 passengers to Durango, throwing the proverbial monkey wrench into Railfest plans.

The Durango and Silverton was quick to respond. Since only two train sets were available south of the slide, they combined the three trains on Saturday and Sunday into two trains that ran to Cascade and back. These trains waited at Cascade for the scheduled Goose run and the *Eureka* trip (which also was changed to a Durango-Cascade round-trip).

When the Goose and *Eureka* arrived at Cascade the two regular trains, which had been backed up the wye leg and the main line north of Cascade, departed, followed by the Goose. The *Eureka* then backed up the main for a photo runby at Teft Spur Bridge.

Eureka headed for Tacoma for a lay-over to await the afternoon Goose from Rockwood, enabling the passengers to visit the power plant. After a runby on the "highline" and a wood stop at Rockwood, the Eureka headed into Durango. The final Goose run of the day was from Rockwood to Durango, arriving at 7:55. This schedule was followed for Saturday and Sunday while the railroad worked at clearing the slide.

Late Sunday night we heard the formerly trapped trains return to Durango, and when we had to leave on Monday morning all four train sets were in the Durango yard. The Durango & Silverton folks worked promptly to accommodate the passengers affected by the slides and even gave refunds to the regular train riders since their round trips were shortened. Overall, despite the weather problems and the slide, all participants enjoyed Railfest and look forward to the next one.

Article & Photography
by
Peter Smykla

The 1999 Cover One Contest

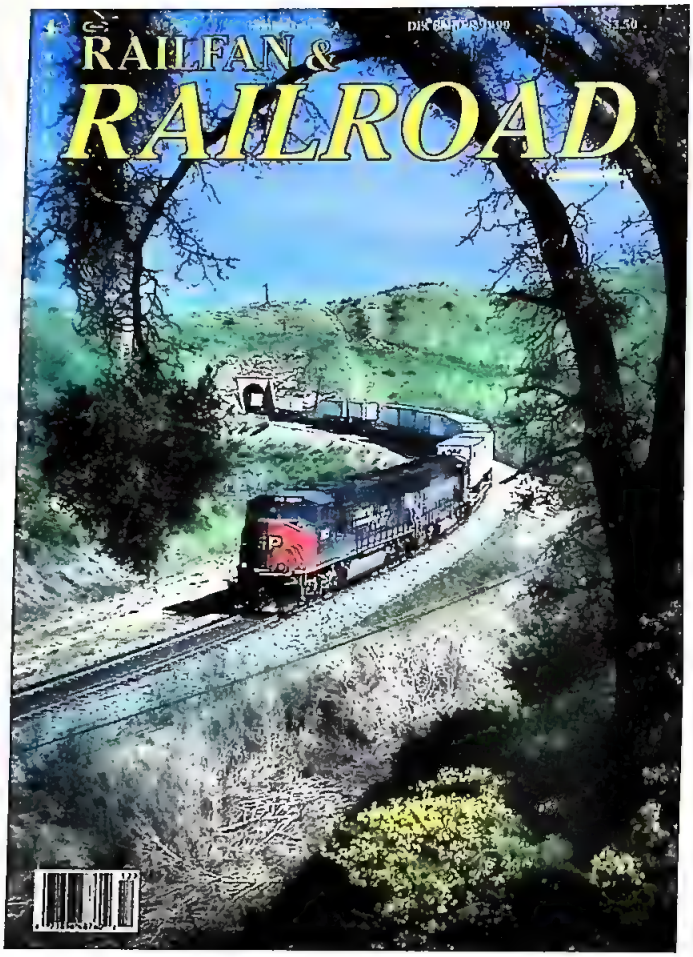
THIS YEAR'S COVER ONE CONTEST brought in 917 entries from 105 photographers, very similar numbers of 954 images from 106 contestants. The entries included 831 slides and 86 prints. R&R managing editor Barry and associate editor Fletcher were the judges for the contest, and the first round narrowed the field down to 98 slides and four prints from 53 different photographers. The second round narrowed the field further to 42 slides from 33 contestants. Also selected in that round were 13 images that would not work for the cover but are being held for possible use in FINAL FRAME.

Now it got down to the nitty-gritty. Eliminating shots based on very minor compositional issues narrowed the field to 22 slides from 22 photographers. We asked Larry Dietch and Tammy Havens from our art department to join us at this point, and when both went "oooh" when Bruce Burton's ice-laden winter scene appeared on the screen, we knew we had our winner (George and I had scoped that one out as being a favorite fairly early in the judging). For the record, Bruce's winning shot (see **cover**) was taken on March 9, 1999, of CSX AC4400CW No.314 leading train Q210 northbound near Morley, Tennessee. The train has just emerged from Hickory Creek tunnel No.2 and is crossing Hickory Creek on a short deck bridge. The judges liked the different "looking down" angle, the spectacular snow and the framing of the shot.

Alan Jacobson's runner-up shot (**above**) shows Southern Pacific SD70 9813 leading an eastbound out of Tunnel 2 near Caliente, California, on March 10, 1997. The judges particularly liked the depth of the photo, thanks to the framing of the overhanging tree.

Both of these winning photographers are profiled in WE'D LIKE YOU TO MEET . . . starting on **page 26**.

The nine runners-up are on the opposite page in random order. For the second year in a row, Gary D. Munsey, Sr., of Pepperell, Massachusetts, has a runner-up. His shot shows Amtrak P42B No.93 leading the eastbound *Capitol Limited* through Cumberland, Maryland, on August 27, 1997. He used a telephoto lens to pull in a church and the mountains of the Cumberland Narrows, making for a dramatic backdrop.



Second Place: Alan Jacobson (Runners-up at right.)

Pierre Ozorák of London, Ontario, shows an eastbound GO Transit train powered by F59PH-2 as it snakes its way from the art deco station in Hamilton on July 13, 1998. Pierre notes that although the train is bathed in sunlight in the photo, it is about to enter a tunnel which will allow the train to exit in the city's west end. The judges particularly liked the GO Transit logo on the station building in the background reflecting the logo on the locomotive's nose.

Mike Biehn of Cincinnati, Ohio, photographed CSX SD40-2 8086 heading north off the Ohio River Bridge in his hometown in January 1999. The strong lines of the heavy steel is what made this photo a strong contender.

Often the strongest cover images have the subject high in the frame, and this is the case of the runner-up winner from Louis Hamilton of Cary, Illinois. He looked up to capture Chicago & North Western SD45-2 6811 with train PRJAVD crossing the arch bridge at Tiffany, Wisconsin, on June 23, 1997.

Clarke Sutphin of Forsyth, Montana, caught a trio of SD70MAC's, led by BNSF 9890, on an empty westbound coal train near Hathaway in his home state in July 1999. The locomotives have just passed milepost 104 on the Forsyth Sub, Clarke notes. The train presents a strong line down the length of the image and the scenery doesn't hurt, either.

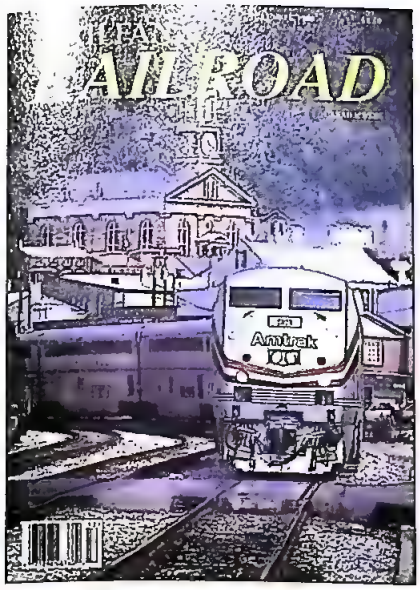
We had to have one "in-yer-face" shot in this year's contest, and for once it isn't a Santa Fe warbonnet (or even a UP locomotive). Gene Albright of Waterford, Michigan, captured CSX SD50 8561, heading southbound with loaded grain hoppers on the Saginaw Subdivision at Rose Center, Michigan, on August 29, 1998.

Each year it seems only one steam shot makes the final cut, and for the second year in a row the solo steam runner-up goes to F.J. "Rick" Ahern of Hockessin, Delaware. Rick's image of Western Maryland Scenic Railroad 2-8-0 No.734 at Frostburg on a frosty January 15, 1999. The cold air brings out the best in smoke and steam!

Arthur J. Megraw of Newtown Square, Pennsylvania, used the colors of autumn to capture a winning image. He lensed CSX Dash8-40C 7522 on the famed Sand Patch Grade at Mance, Pennsylvania, on October 6, 1997. Art had a runner-up in 1998 as well, when we incorrectly identified him as Arthur *McGraw*. Sorry, Art.

Mark W. Jones of Pleasant Hill, California — last year's second place finisher — has a runner-up shot this year with Amtrak P42B 119 leading Train No.11, the westbound *Coast Starlight*, west of Serrano, California. The *Starlight* is often more closely associated with coastal scenes that this near-desert image. Mark's second-place shot last year was also of an Amtrak subject.

Congatulations go out to all of the winners, and we thank all of you who entered. We'll announce the details and deadlines for the 2000 Cover One Contest next summer. Start taking those verticals now! — *S.B.*



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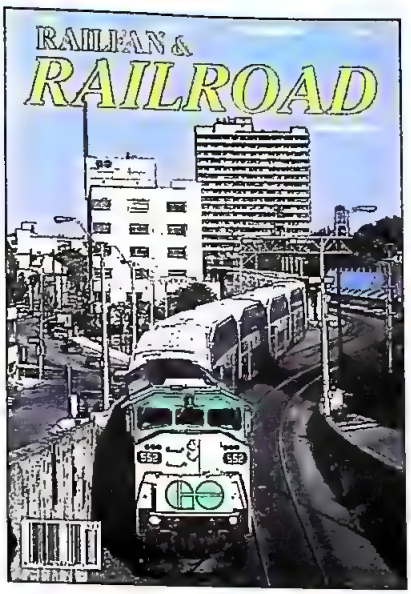

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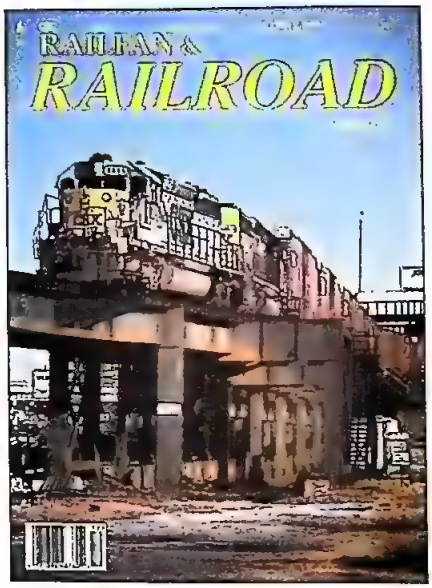

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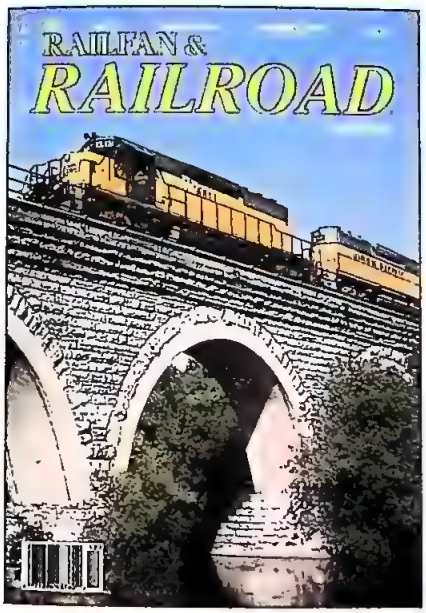

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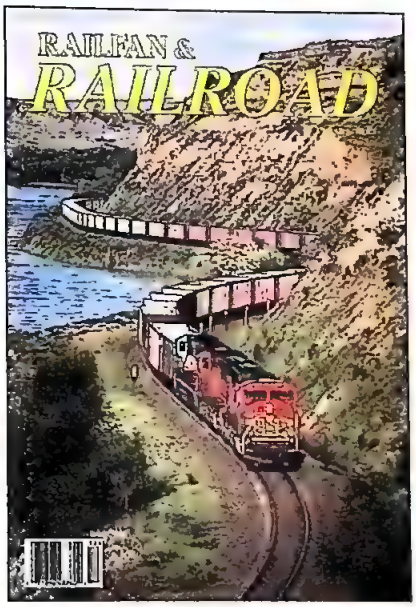

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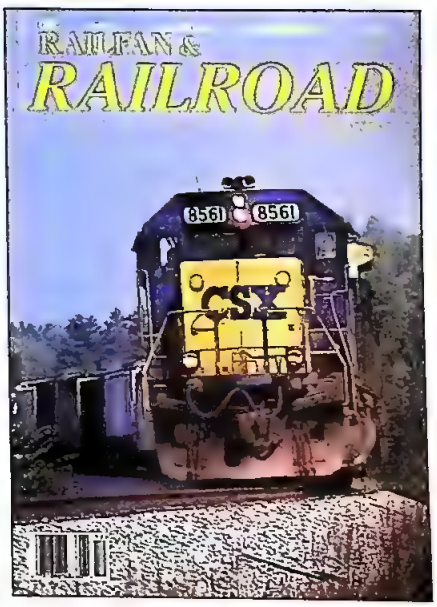
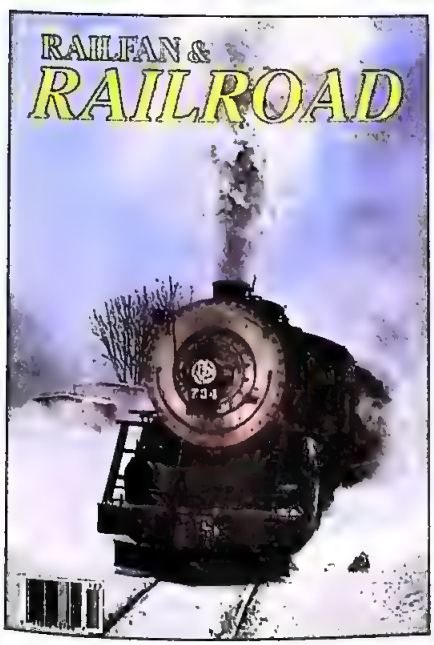


Gene Albright



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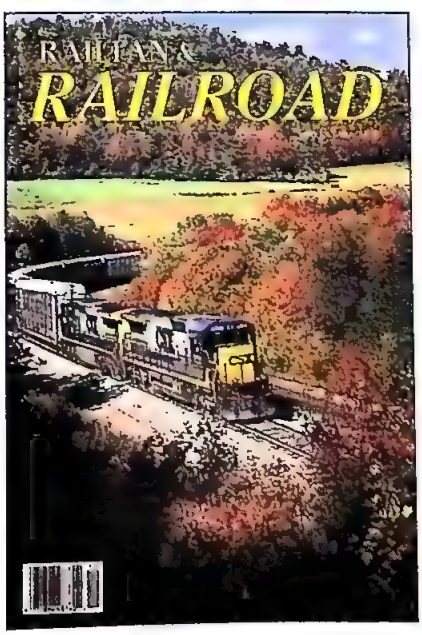
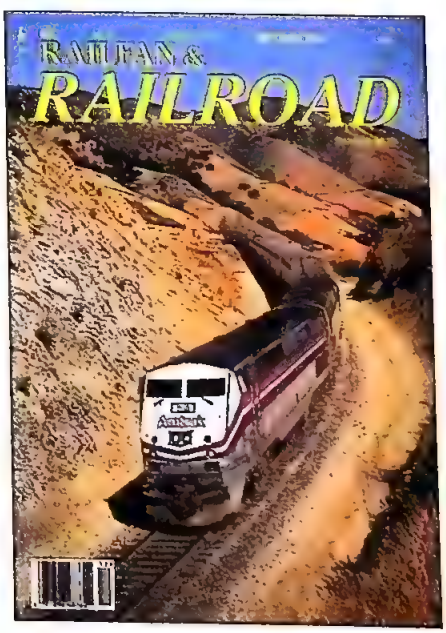


Arthur J. Megraw



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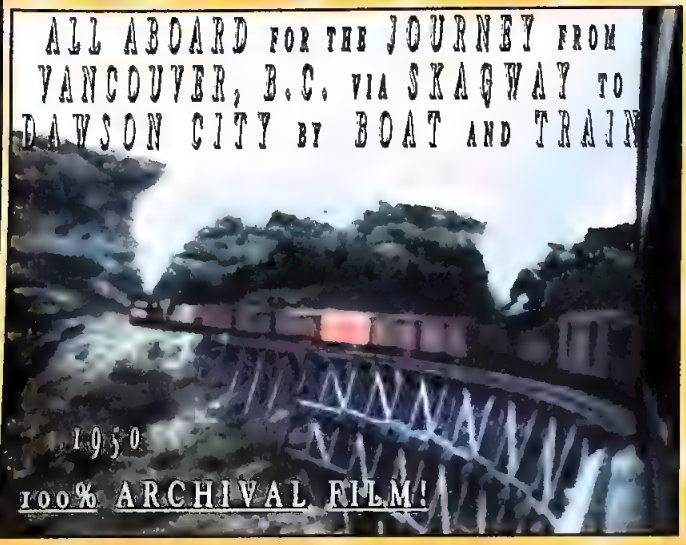

The release of "North to the Yukon" coincides with the one hundreth anniversary of the White Pass and Yukon Route. Skagway's railroad facilities are all featured, as well as rare shots of the train traversing Broadway street. 2-6-0 Moguls and 2-8-2 Mikes are shown in thundering action, double heading up the 3.9% grade to White Pass, with many scenes of the awesome terrain the builders conquered. Passing Lake Bennett and Carcross, the train reaches the end of the line at Whitehorse. Here we see the onset of winter -- with trains struggling through a snowbound landscape and stunning views of rotary plow #2 chewing through eight foot drifts to open the line.

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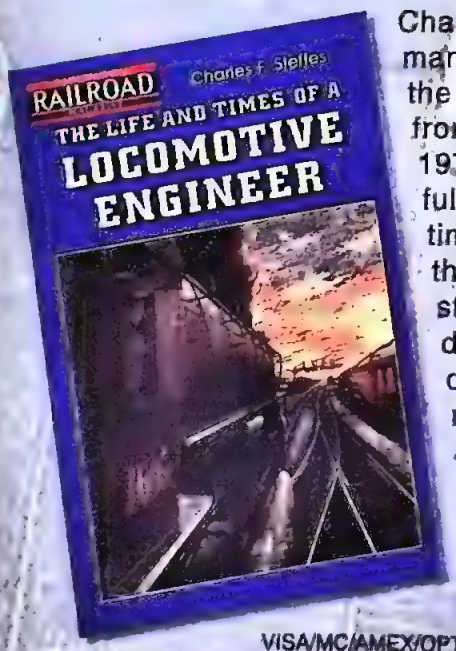

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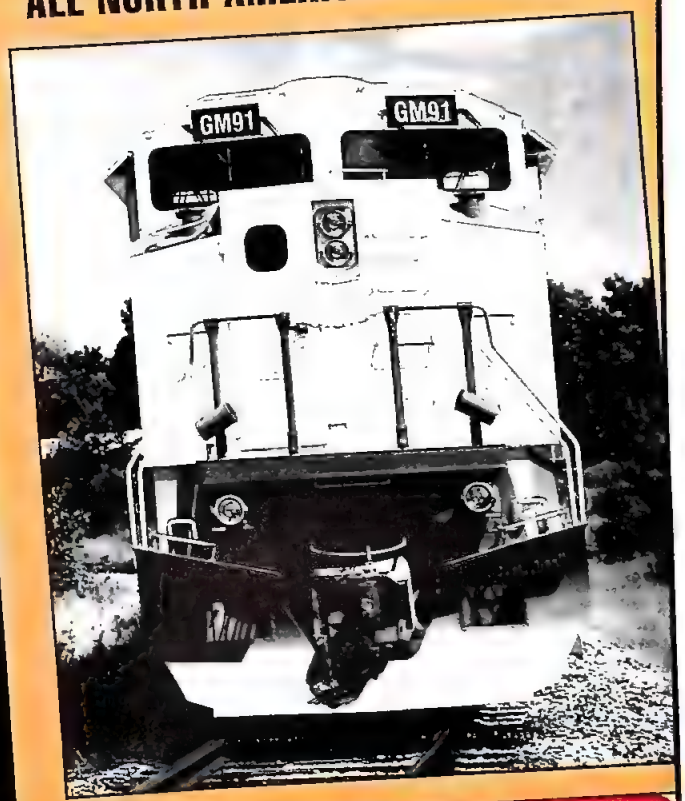

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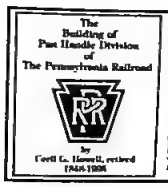

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Transit Current

Light rail, transit and commuter rail news

Hudson-Bergen line

THE HUDSON-BERGEN light rail transit line is projected to run a little over 20 miles along the New Jersey shore of the Hudson River just west of Manhattan. The first portion of the line is 9.5-mile section from Hoboken through Jersey City to Bayonne, and it is not scheduled to open until spring 2000. Nevertheless, the rail line has already stimulated enormous amounts of development in Jersey City and other places.

Because of its proximity to the Wall Street area and the financial district on the tip of Manhattan (it is only a five-minute ferry ride from Jersey City), Jersey City is attractive to businesses involved in finance. Firms such as Merrill Lynch & Company and Donaldson, Lufkin & Jenrette Securities are already filling up Jersey City office buildings. Four new major office buildings are under construction in Jersey City in the vicinity of the light rail line. Hartz Mountain Industries is building a Journal Square corporate center in Jersey City. This will have more than one million square feet of retail and commercial space. Another 15-story office building is going up near Journal Square. Development is also expected in Hoboken in the vicinity of the rail line. The light rail line is expected to make commuting back and forth to work much easier in a part of New Jersey where it extremely difficult to travel during the rush hour. Thanks to Harry Ross for the information.

Pittsburgh's North Side Line

Nothing, it seems, comes cheaply these days. That is certainly true of the projected cost of a new light rail loop in Pittsburgh that would link downtown with the North Shore. The price tag is predicted to be $500 million. The reason for going to the North Shore is to serve the new baseball and football stadiums that will be built in that area, as well as to serve a hospital complex, a service center and other North Shore activities.

Several options are being considered. The first option would be a light rail extension from Steel Plaza and Gateway Center in downtown Pittsburgh to the West End bridge via the David L. Lawrence Convention Center, PNC Park garage, Steelers Stadium and Carnegie Science Center. The second would be a light rail vehicle peoplemover combination, with a price tag of $481 million. In another option, light rail service would expand from the Gateway Center, its current terminal, to PNC Park garage and then run west past the new Steelers Stadium and Science Center, ending near the West End bridge. A new peoplemover route is proposed to operate from the Steel Plaza to PNC Park garage via the Convention Center.

The third option is the LRV peoplemover combination with a cost of $416 million. For this, LRV service would extend from Steel Plaza to the West End bridge by way of the Convention Center, PNC Park garage, Steelers Stadium, and the Science Center. A peoplemover route would operate from the intersection of 5th and Liberty Avenues in downtown to Cecil Way, over the Fort Duquesne Boulevard and across the Allegheny River on a new bridge at PNC Park. The fourth and final option is a new peoplemover system with a price tag of $228 million. This would run from the 5th and Liberty intersection to PNC Park garage, the Convention Center and Steel Plaza. Many thanks to Jim Cerny for the news.

New light rail cars for St. Louis

Dave Neubauer writes from St. Louis that on February 15, 1999, he boarded Railroad Switching Services of Missouri NW2 diesel No.1866 at about midnight. After the last Metrolink car went east to end operations, the switch engine shuttled across the Metrolink main line into the Union Pacific yard. There it coupled on to Southern Pacific flatcar No.520640, which carried the first of the new SD-460 class Metrolink cars. The cars are AC powered and are another step in the movement toward AC propulsion for electric rail systems in North America.

The flat car was hauled west about a half mile to a point near Boyle Avenue; here Siemens had erected a ramp for the unloading of the car. The St. Louis Metrolink service has been hard-pressed to meet the tremendous demand for its light rail operations. Ten additional cars are on order and by the time you read this many more will have been delivered.

By the way, Dave Neubauer, called Neubie by his friends, is editor of *Whistletalk*, the excellent newsletter of the St. Louis Division of the Railroad Enthusiasts. Subscriptions to the monthly are $20, which should be made out to SLRE, c/o Wallace F. Dittrich, Treasurer, 4824 South Broadway, St. Louis, MO 63111. Thanks, Neubie!

More Pacific Electric cars to OERM

The Orange Empire Railway Museum was successful in bidding on almost everything of historical interest in the estate auction of Pacific Electric carbodies following the death of Richard Fellows. The auction took place in February 1996, but the OERM could not move the cars from their indoor storage place until the summer of 1998. The cars involved were nearly complete "Hollywood" car No.655 and the carbodies of Pacific Electric Nos.993 and 524. Richard Fellows acquired the cars and car parts in the 1950s and '60s with the aim of restoring the cars to perpetuate the memory of the big red cars of the Pacific Electric system. There were the correct trucks waiting at OERM in Perris, California, so carbodies that had been placed on rubber tires or had no wheels

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

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under them could be properly equipped. For more information contact the Orange Empire Railway Museum, PO Box 548, Perris, CA 92572-0548.

Subways and Los Angeles

The election of November 1998 and the passage of Proposition A, which banned the use of local funds for construction of subways in Los Angeles, was thought to have pretty well killed the issue. Yes, the Red Line subway construction into North Hollywood is to be completed, but that was expected by the backers of Proposition A to be the end of it.

There was tremendous opposition to Proposition A from citizens living in the mid-city and on the east side of Los Angeles to cessation of subway construction. These are the areas that were to be served by subsequent subway building. Whether or not there will be additional subways built remains to be seen, but it is clear that some citizens feel that Los Angeles cannot retain fluidity and mobility without the construction of heavy rapid transit. Don't be surprised if the issue surfaces once again. Thanks to John Allen Lee for the information.

Mr. Lee also informs me that the Metropolitan Transportation Authority will transfer $369 million in state and local funds to the new Pasadena light rail line construction agency as soon as that agency is up and running. It means that the Pasadena light rail line may actually provide service sooner than had been expected.

Cleveland studies commuter rail

The recent $44.5 billion U.S. transportation program includes some money for Cleveland. Set aside is $4 million to study the costs and benefits that might accrue from a 70-mile commuter rail system that would link Cleveland, Akron and Canton, Ohio. The federal budget also contains a million dollars in planning funds for the Euclid Corridor trolleybus rapid transit system. Do not expect to ride a commuter train into Cleveland in the next year. These things take awhile. Thanks to Ben DePompei.

Flashes

In the whoops department, the Los Angeles Metropolitan Transportation Authority mistakenly sent a trainload of riders on its new, as yet unopened for revenue service, **HOLLYWOOD SUBWAY LINE** on May 3, 1999. Passengers were allowed to stay on a Hollywood-bound test train that had arrived at the Wilshire and Vermont stations. The ride was unannounced. Thanks to Martin Gombert for the news.

Kenneth Borg informs me that repair work on the **DETROIT PEOPLEMOVER** finally started in early May. It was damaged in October of 1988 when some steel beams from the misdirected implosion of the Hudson's department store building hit the elevated structure. It is expected that the people-mover will be back in full service by the middle of fall.

The **DOUGLAS PARK ELEVATED** in Chicago, like London Bridge, may be falling down. CTA has not been bashful about taking state legislators and other politicians out to see the sad shape of the crumbling line. The Ravenswood line also has problems. In addition to decay of the structure, traffic is also rising on Ravenswood and there is a need to expand the platforms along the Ravenswood line so that eight-car trains can be operated. Ridership on Douglas Park is way down, largely because of slow operations resulting from the sad shape of the structure. Thanks to Steve Scalzo for the information.

In Portland, Oregon, the 88-year-old **HAWTHORNE BRIDGE** reopened after major repairs and renovation. At one time the Hawthorne bridge carried streetcars across the Willamette River; now the outer lanes of the bridge have been strengthened so that streetcar tracks can be placed on them in the future. The bridge enjoyed a christening by fire boats in the river. Years ago the bridge carried interurban and streetcar lines of standard gauge and, at that time, double tracks were in the middle of the bridge. Now it is the outer lanes that are designated for streetcars in the future. Thanks to Henry Korman for the good news.

In San Francisco, Mayor Willie Brown personally intervened to stop the Municipal Railway from cutting **F-MARKET STREET** historic trolley service by 40 percent in April. Constant breakdowns and delays in the newly signaled MUNI Metro under Market Street has labeled that service as a loser. The F-Line trolleys on the surface are a winner and it makes no sense to turn a winner into a loser.

From Carl Edd, I find that **SIEMENS TRANSPORTATION SYSYEMS** lost the bid for 54 additional Sacramento light rail cars even though its light rail assembly plant is located in the California capital. CAS of Madrid, Spain, was the bid winner.

In Philadelphia/New Jersey, the **DELAWARE RIVER PORT AUTHORITY** is working on increasing the bridge tolls to $3.00. Part of this is to pay for rejuvenation of the Benjamin Franklin bridge, and some is also aimed at updating the PATCO Lindenwold high-speed line that the authority operates. Many of the PATCO cars are now in their third decade and replacement will soon be needed.

The **ROCKHILL TROLLEY MUSEUM** rolled out its open trolley on Community Day, June 19, 1999. According to the museum, it is the only operating open car in Pennsylvania. Open car No.1875 has just undergone 20 months of restoration work.

According to the **AMERICAN PUBLIC TRANSIT ASSOCIATION**, transit use in the United States rose by 4.6% in 1998; in that year there were 8.7 billion trips compared to 8.3 billion in 1997. The last three years have seen ridership rise by over 12 percent. Improved service quality and the strong economy are thought to be the major causes of the increase. Light rail enjoyed a 6.3% increase, there was 5.5% increase for heavy rail, and a 5.4% increase in commuter rail ridership.

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The 20th Century

THIS IS THE LAST CAMERA BAG of the 20th Century, at least when it comes to cover date. And railfan photography is a product of the 20th Century. While railroads were the subjects of photographers going back almost to the beginning of the technology itself, it wasn't until the early 1900s that rail photography was approached as a recreational sport. Oh, Matthew Brady and others were documenting railways during the Civil War, and Andrew Jackson Russell was creating stunning scenic and technical views of the construction of the transcontinental railroad, but they were professionals, doing the work for pay. Roving photographers like Darius Kinsey were fond of locomotives and railroad scenes, but for the most part they considered trains just another source of saleable images for their business. Cameras were bulky, and you almost needed a portable darkroom on site to support them.

By the turn of the century, however, cameras were becoming more portable, and cut film holders made possible the "storing" of the image until it could be carried back to a real darkroom for processing. Photography was still not for the faint of heart or frail of constitution, but it was becoming more available to the general public. You still needed training to handle the equipment and the resources to afford the hardware, but the concept of the "advanced amateur" was becoming a reality.

One of the first "railfan photographers" to make a name for himself was Fred Jukes, a D&RG standard gauge railroader who began capturing the incredible images of the Colorado narrow gauge lines in the early 1900s on a 4x5 Folding Pocket Kodak camera. One of his favorite locations on the narrow gauge line just east of Chama, New Mexico, is still recognized in the presence of "Jukes' Tree," although some debate continues over whether or not today's tree was the 1908 original (see April '90 R&R, "The Mystery of Jukes' Tree"). In his footsteps came Otto Perry, Richard B. Jackson and many, many others.

One of the problems of early railfan photography was that it tended to be a solitary pastime. You could put framed prints on your wall or in a photo album, but there was almost no way of sharing the experience with others. There were no railfan organizations or magazines.

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roading. In July 1912, however, the magazine upgraded its paper and printed its very first editorial photography, with a photo story on building bridges. The first locomotive photo was of a compressed air 0-4-0 with a trainload of bombs (the locomotive was at an arms depot on Iona Island, New York, which is a very popular railfan spot today on the NYC/Conrail/CSX River Line)!

The experiment in better paper lasted only a year, and the magazine returned to pulp and very little photography until it ceased publication in 1919. RAILROAD MAN'S MAGAZINE resumed publication in December 1929, complete with photographs, and in the October 1930 issue it printed a solicitation for engine pictures for an upcoming feature. That article, "Collecting Engine Pictures," written by none other than Freeman H. Hubbard, was printed in the January 1931 issue. It noted that over 1000 people had responded to the October notice and pointed out with a bit of obvious surprise that, "Less than one-third of the engine picture fans are actually rails, ranging from high-powered executives to unskilled track laborers. The remaining two-thirds have the widest possible diversity of occupations — automobile mechanics, university professors, salesmen, students, manufacturers and others too numerous to mention here. In most cases the engine picture enthusiast is a fellow who has always wanted to get a rail job, but has been unable to do so, and whose avocation expresses his fondness for the iron road." After describing various sources of photos and giving a good plug for the then-ten-year-old Railway & Locomotive Historical Society, the article went on to list 123 contributors, complete with mailing addresses. Included were some names that we would all recognize today, such as Thomas T. Taber, Robert Le Massena, H.T. Crittenden and even an old friend of mine, the late Roy Peterson of Belvidere, Illinois (see "Thanks, Dad," January '83 R&R). In the months that followed, the "International Engine Picture Club" became the first universal meeting place for railfan photographers.

This was the era of the locomotive portrait, which was a standardized format that exploited the limitations of cumbersome cameras and slow film by capitalizing on static roster shots with clean backgrounds and foregrounds, no smoke and a perfect three-quarter view, preferably with the rods down. Some practitioners of this slavish art even went so far as to drape sheets on the back side of the locomotive to clean up the image through the underframe. Low morning or afternoon light was mandatory, and setting up a shot usually required the cooperation of the crew and management of an engine facility — who were usually repaid with beautiful glossy prints of the finished results. Robert Foster was the undisputed king of the locomotive portraits, but he had many contemporaries in H.K. Vollrath, Charlie Felstead and a host of others. When they had a locomotive posed, most of these men would shoot multiple negatives and then swap original negatives with each other, resulting in mammoth collections, many of which are intact and preserved and available today through private collectors or historical societies.

As we find the remaining days and column space of the 20th Century limited (I've been waiting nearly 50 years to use that pun!), we'll consider this column a bridge to the 21st Century and resume this retrospective in the next millennium.

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A "new" R&R

THIS ISSUE MARKS the debut of our graphically redesigned RAILFAN & RAILROAD. In flipping through the issue, you've no doubt caught some of the changes, which run the range from subtle "tweaking" to quite dramatic. The Carstens Art Department — Larry Deitch and Tammy Havens — worked closely with Steve and me on this process, and deserve credit for much of the work. Our aim was to give the magazine an updated, cleaner and more "open" look, while still maintaining some of its long-established identifying characteristics. We're pleased with the results, and hope you will be, too. Please let us know what you think! While space precludes our getting into too many details on these changes here, one specific item bears mention — our new logo. Even though it emphasizes the RAILROAD portion of the name RAILFAN & RAILROAD, rest assured it doesn't represent a shift in the magazine's editorial policies or focus. This is still a magazine *by* railfans, *for* railfans ("the magazine of railfanning," someone around here quipped recently). The RAILROAD change is merely a marketing move designed to improve newsstand sales in an increasingly competitive market; not every newcomer to the hobby knows what a "railfan" is, but there's no mistaking the content of a magazine titled "Railroad"! We hope you enjoy the "new" R&R. — *G.F.*

The "Summerail experience"

On August 7, 1999, George and I had the pleasure of attending *Summerail at C.U.T.*, the Midwest's multi-media extravaganza held in the friendly confines of Cincinnati Union Terminal. This was George's first experience with Summerail, and he really enjoyed not only the camaraderie surrounding the event, but the show as well.

We started off our "Summrail experience" by heading down to the Rathole, the Norfolk Southern's main line south of Cincinnati through Kentucky and on in to Tennessee. Our guides for the two-day tour were John and Mike Biehn, and we were joined by a contingent including Dr. Wesley Ross, Don Clark, Father Dale Peterka and others. We had a blast shooting NS, even though we waited over four hours at Nemo, Tennessee, for a southbound to show up.

After two days on the Rathole, we next hooked up with Brad McClelland for a tour around greater Cincinnati. We got some

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great shots at [illegible] & Nashville tunnels just s[illegible], Kentucky and spent an afte[illegible]e Park with Mike Schafer and [illegible] from Illinois. Alas, only one train went by in our three hours in the park (but there are worse places to be stuck without any trains).

Finally, it was on to the slide shows at the terminal. Among the shows were Scott Snell's classic *Tales From the Hot Side: A Farewell to Steel* documenting the rail operations at Bethlehem Steel and an inside look at the final night of operations; *North Country* by *CTC Board Railroads Illustrated* editor Dale Sanders, which was a scenic, colorful look at the railroads of British Columbia; *Kaleidoscope* by Jerry & Bonnie Obert, which had a large segment on the Chicago & North Western but also featured the Cumbres & Toltec Scenic, the Duluth, Missabe & Iron Range and the Camas Prairie; Father Dale Peterka's *100 Years of Railfan Photography*, a narrated show on the development of the hobby; *Restless Shorts* by Dave Orozi, with short segments on pan shots, Chicago commuter trains, the Santa Fe and contem-

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CHARLES J. HERAVER

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porary s...am all set to the music of Restless Heart and *Illinois Terminal* by Garland McKee, a photographic salute to that fallen flag. Other presenters included Steve Smedley, Dave Beach, Mark Perri, Dennis Nehrenz & Jim Bobel, Dan Finfrock, Mike Kempert and a show started by the late Mike Leach and finished by Dave Orozi. All in all, it was a very entertaining day.

Our thanks to everyone who showed us around, plus Dave Orozi and the rest of the gang that put on Summerail. George has been asked to do a "Summerail eve" Friday show in Cincinnati in 2000, and I'll be doing a Saturday show, so I guess we're stuck going back! It'll be a lot of fun — see ya there. — *S.B.*

I've been to Boston on a fast train . . .

Next year the NRHS convention is hosted by the Western Connecticut Chapter at Stamford, and the flagship trip is planned to be a ride on the new *Acela* Amtrak equipment. We have an idea that might make this trip something really special. After all, the trip will be covering track in regular passenger service with equipment in everyday service. What if the train departed Stamford and went to Boston, then ran *non-stop* (or as close to non-stop as possible) to Washington, D.C.? The trip could be billed as the "fastest Boston-to-Washington run ever," since by eliminating stops it would outrun the regularly scheduled *Acela* trains. Amtrak could get a lot of publicity out of it and convention-goers could be a part of history.

How often does that happen?

Of course, there can't be any southbound runbys . . .

Steve

Next Month

Coming up in....

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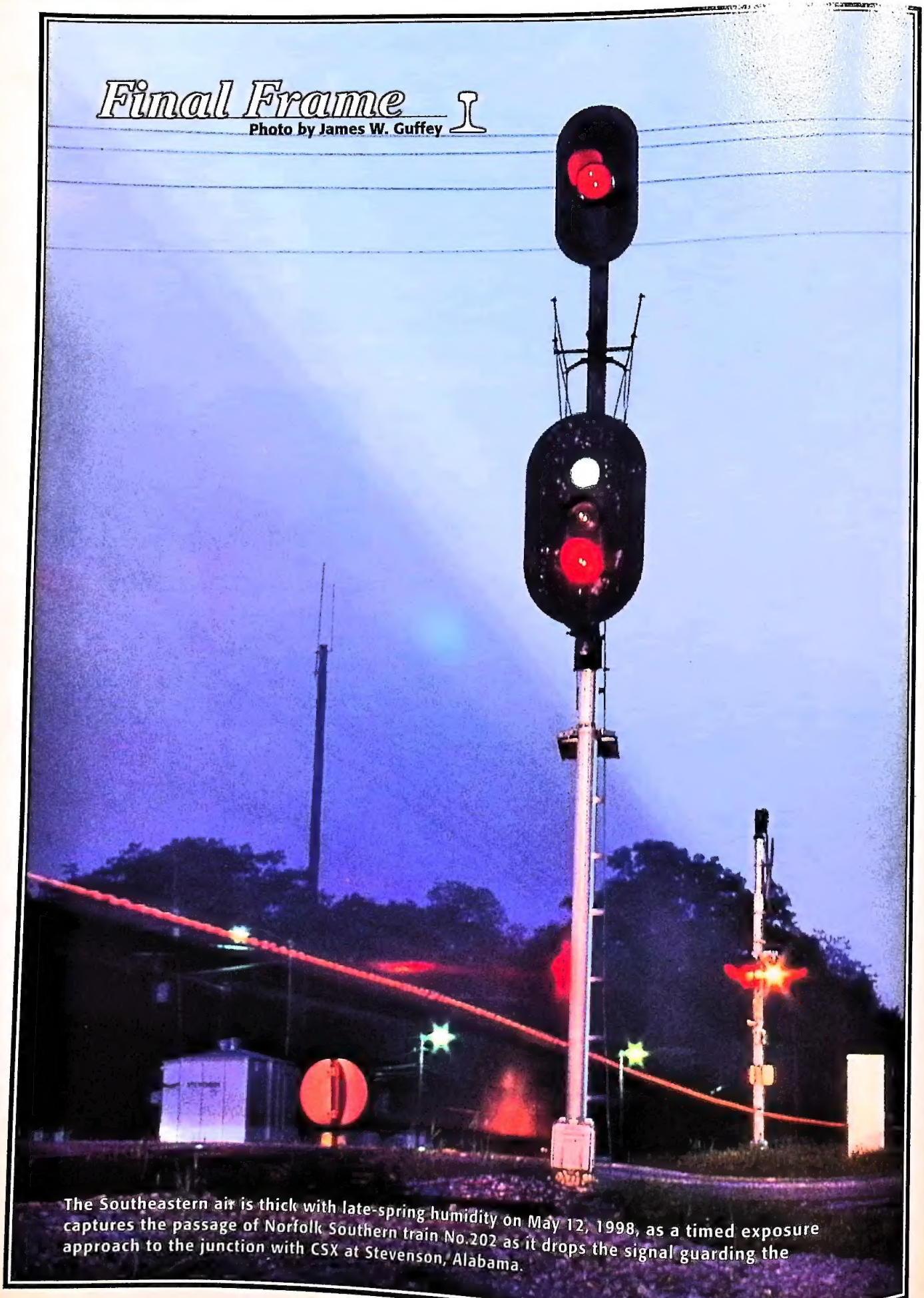

The Southeastern air is thick with late-spring humidity on May 12, 1998, as a timed exposure captures the passage of Norfolk Southern train No.202 as it drops the signal guarding the approach to the junction with CSX at Stevenson, Alabama.

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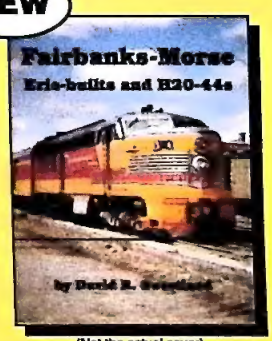

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During the development of the 1,000-horsepower switcher, FM officials knew that the company would have to produce a road cab unit if it were going to make it in the locomotive business. FM engineers designed a road locomotive around a carbody styled by industrial designer Raymond Loewy. Since FM did not have the shop capacity to build a large locomotive itself, it contracted that work to General Electric, which produced the units at its Erie, Pa., plant, hence the name "Erie-built." With a 1,000-horsepower switcher and a 2,000-horsepower road cab unit, FM wanted to enter the road-switcher market. During 1946, the company's engineering team designed a 2,000-horsepower end-cab unit for its first road switcher, named the Heavy Duty unit. Few railroads saw the H20-44's potential – moving tonnage at a higher speed than could a typical 1,500- and 1,600-horsepower four-axle road switcher of the era. Also available: *Train Master-The Most Useful Locomotive Ever Built* **$29.95** and *C-Liners-FM's Consolidation Line of Locomotives* **$22.95**, add $3.50 s&h each.

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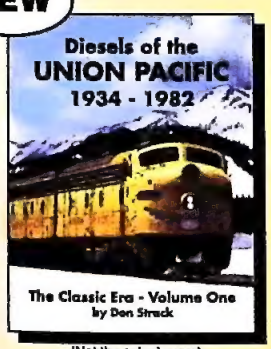

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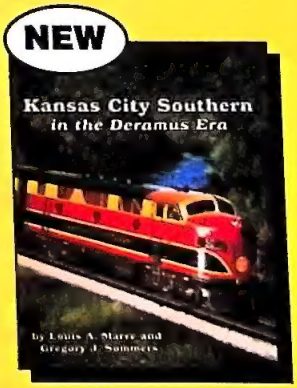

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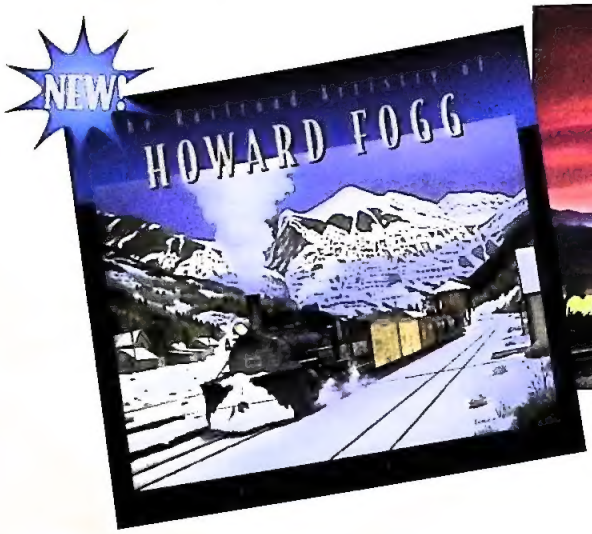

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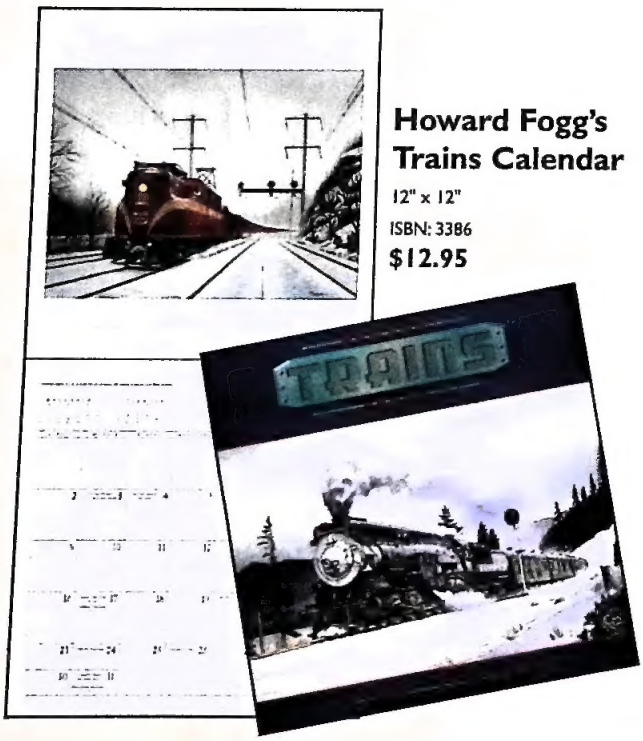

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